

THE

NORFOLK ISLAND NEWS



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and Calendar of Island Events in April

APRIL 1976

QUARANTINE STATION?
A 707 JET RUNWAY
GOES ALONG WITH IT

▼
NORFOLK MOVES TO
TAKE OVER POWERHOUSE

▼
CONFLICT OF INTEREST
CLAIMED IN COUNCIL'S
DEBATE ON N.I. AIRLINE

▼
A NEW GEOLOGICAL
THEORY ON HOW NORFOLK,
NEPEAN AND PHILLIP WERE
CREATED AND JOINED

▼
DEPORTATION ORDER AS
ADMIN ENFORCES THE
IMMIGRATION ORDINANCE
TO THE LETTER

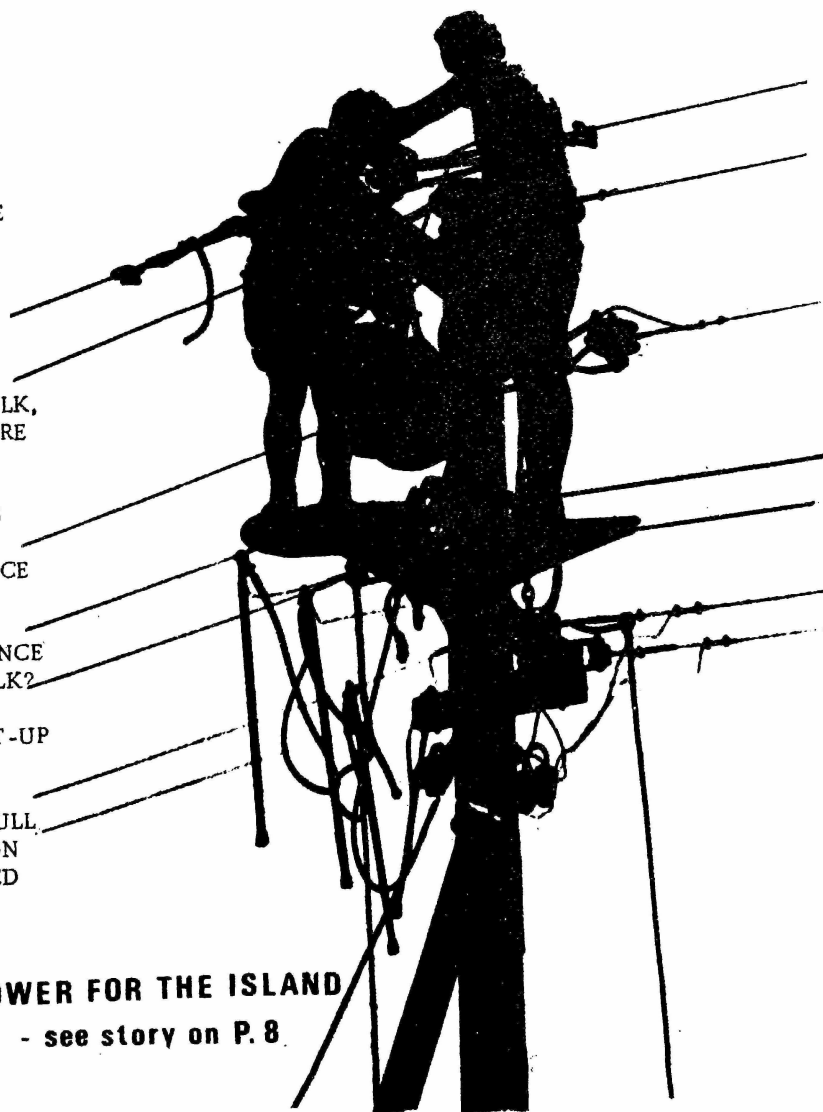
▼
DOES HOSPITAL INSURANCE
COVER BILLS ON NORFOLK?

▼
THE NEW CANBERRA SET-UP

▼
AND
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- see story on P. 8



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THE NORFOLK ISLAND NEWS

QUARANTINE STATION MEANS GIANT JET RUNWAY PAGE 5

Norfolk's new Minister made a lot of direct, informative statements during his visit in March. One of the most striking comments he made was about the Quarantine Station.

ISLAND ON THE WAY TO SELF-RELIANCE IN ELECTRICITY PAGE 8

After much behind-the-scenes discussion, a move is now on for Norfolk to take over electric power generation. (First of two articles on the Island's electrical system.)

COUNCIL TRANSCRIPT PAGE 11

Among the subjects debated in March, Norfolk Island Airlines and a question of protocol made Councillors bristle.

AN 8-PAGE LIFT-OUT FOR VISITORS PAGE 17

Including "The Norfolk Island Calendar" for April

HAPPY BIRTHDAY, DEAR NORFOLK PAGE 25

A new geological theory on Norfolk's origins and the probable link with Phillip Island.

THE WAY NORFOLK USED TO BE PAGE 26

Foxy McCoy imagines 2,800,000 years ago.

NORFOLK DIARY PAGE 28

NORFOLK LIVING PAGE 32

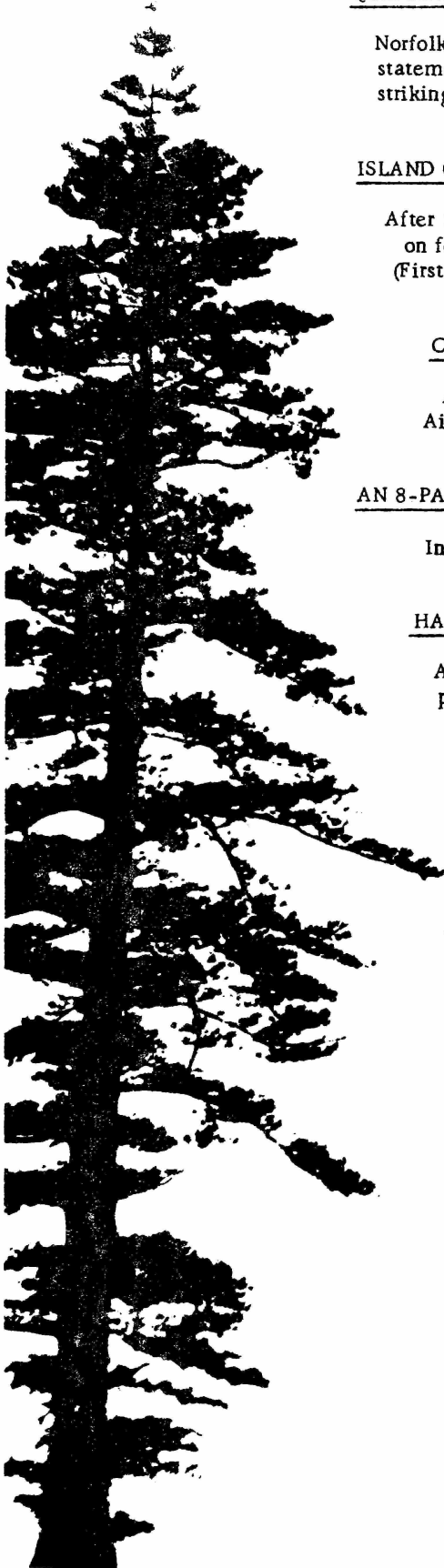
The busy life of Joyce Dyer; Garden questions & answers; more of Helen's good recipes; What's good at the Bond; and a new column of reminiscences, "Island Housewife".

LETTER FROM HOME PAGE 35

"DARS NORFOLK" PAGE 38

What Captain Bligh thought about the mutiny on the Bounty, which happened 187 years ago this month.

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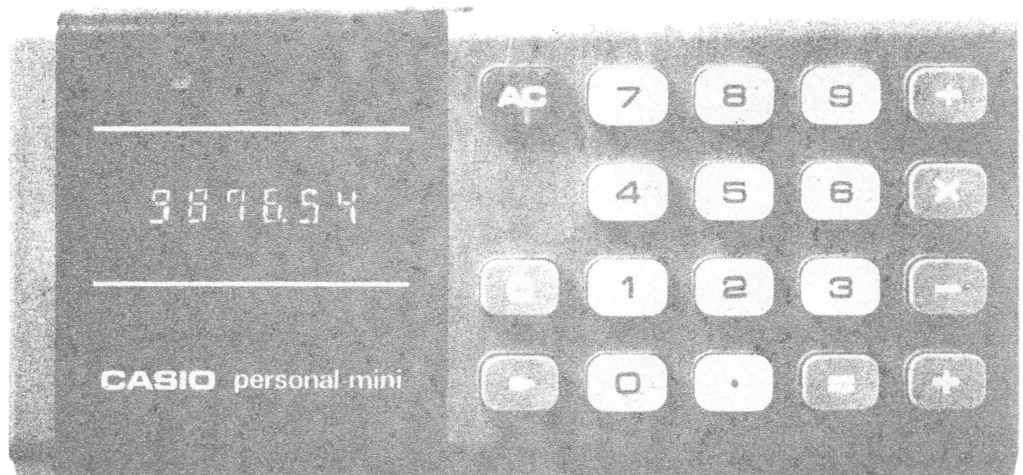
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Quarantine Station Means Giant Jet Runway

Administrator thinks Q.S. is "a dead duck" after hearing Sen. Withers

THE CHANCE that Norfolk could still be selected as the site for Australia's high-security animal Quarantine Station suddenly became a million-to-one against last month.

The possibility was soundly voted down at a referendum nearly three years ago, but during the Royal Commission hearings last year a number of witnesses said they thought the Quarantine Station should be re-considered. It was argued that the Station would be a sound new industry for the Island -- and that the referendum may have given an unbalanced view of Island opinion, because the Referendum Ordinance allows anyone who has been on the Island for six months to vote. Long-term residents may well favour the Station, the argument went.

At last month's Council discussion with Norfolk's Minister (Sen. Reg Withers), Chairman of Committees Richard Bataille raised the matter again.

Sen. Withers answered that he was not about to take any initiative in re-introducing the idea. If Council could satisfy him that the people of the Island really did want the Station, he might consider it -- but it was entirely in Council's hands to get the idea rolling again.

Acting Administrator C.I. Buffett told the News afterward that he thought the Quarantine Station was "a dead duck, after that meeting".

The real clincher, however, came in an exclusive News interview with Sen. Withers, in which the Minister put heavy emphasis on a point that was apparently not clearly understood about the Station.

"The Quarantine Station means a 10,000-foot runway for 707 jets, nothing less," he told the News.

"You can't take just the good," he said. "You've got to take the bad with the good."

"And that means a strip that can take planes direct from the U.K., the U.S., Canada and elsewhere."

"You've got to take the planes, the noise, some pines being cut down, and an extension of the airport to 10,000 ft.," he emphasised.

It was obvious from Cr. Bataille's presentation of the idea that those who still want the Quarantine Station hoped the Minister would take the initiative in bringing it to life again.

And that just isn't on. The Mini-

ster told the News: "They want me to propose it? I didn't come down in the last shower."

Sen. Withers also reinforced his views about Norfolk's running its own affairs as much as possible, in the course of the News interview.

"There is too much government in the world," he said.

"I don't like people interfering with me -- why should I interfere with them?"

"People ought to be allowed to do their own thing, so long as they don't hurt others," he said.

Acting Administrator Buffett echoed the same view after the official party had returned to Australia. "He thinks people ought to be able to live their own lives," he said. "I think he means it," he added.

The Minister's informal meeting with Council was open to the public, but it was not known until after his arrival that this would be the case, and no announcement of the discussion was broadcast. The public gallery was virtually empty. Apart from the Norfolk Island News reporter, the only residents who attended the meeting were historian Merval Hoare and Brian Bates, David Buffett, Toon Buf-

fett and David Rogers of the Admin.

The Admin produced extensive minutes of the meeting early the following week, but the only verbatim transcript is from the News's taped recording. Excerpts on key points:

Cr. Bataille: What is the present position toward the establishment of a high security animal station in Australia?

Minister: Well the Government hasn't as yet made a decision. It could be in my area whether -- the two islands that may be competing, either to get it or to keep it out, both Norfolk and Cocos. You'd be aware, of course, that the Public Works Committee recommended Cocos. I'm also aware that you have a view around this Council which wasn't supported in a referendum. ... One of the things this is bound up in, to some extent, is in question 12 -- your air services. As I understood it, one of the factors which influenced the Public Works Committee was that they considered you could get any size jet in the world into Cocos at no expense, no worry about environmental problems... I don't know if Council are going to wish us to bid to have the station put here;



SEN. R. G. WITHERS, NO. 5 IN AUSTRALIA'S CABINET AND OUR NEW MINISTER, ENJOYED A SHIRTSLEEVES TOUR OF THE ISLAND DURING HIS VISIT.

if you feel that you would still like the station to come here, in spite of what might have happened in the referendum, all I can suggest to you is that you put up a case again to both Primary Industry and the Department of Health -- they're the two Departments concerned, both as to the administration and the location of it. But I don't know whether it's still the view of Council that the previous decision should hold, or whether they have to settle for the fact that the people in the referendum didn't want it, and dismissed it from their minds.

Cr. Bataille: It's a concern of mine in searching for some secondary industry for Norfolk Island, for the future of the Island, that this is one field that I thought there might be good things for it, again, and see if the people on Norfolk Island favour this, or they don't... I feel that with the economy of the Island based on tourism, it's a very fickle economy, and should our tourist industry fail, Norfolk Island would be in dire straits. If we had something else to back it up, we'd probably survive until the other recovers. This is why it's a concern of mine. I had raised the matter in Council. My personal concern is that I'm looking for something else on which to base the economy of Norfolk Island. In the past we've tried various industries on Norfolk Island. They've folded up, due mainly to our isolation, freight rates, or handling costs. This I see as an industry that can be sited at Norfolk Island, serviced on Norfolk Island... This is why I ask the question... would it be useless of us to pursue the matter again?

Minister: I would be somewhat diffident about initiating anything in this area unless it came from the Council and had the support of the residents. Otherwise it might well look that I'm trying to impose something on the Island and that isn't wanted. I don't want to get myself into that position. All I can suggest to you is that if you still have interest, take it back to your Council, and see whether there is still support for the proposition there. If you can satisfy me that both the Council and the people are keen to have it here, I'll certainly take it up with my other two colleagues... but I'd be most reluctant to initiate something that I didn't think came out of the Council with the wishes of the people of the Island.

Cr. Bataille: The Referendum Ordinance there lends itself to a bit of updating, in my opinion. The Referendum Ordinance, like the Council Ordinance -- whereby any British subject present on Norfolk Island six months

can vote in a referendum. This ordinance, -- a view of mine -- should be looked at again, because anybody who's going to vote... should not be a transient worker... he should be a resident...

Minister: Well perhaps your Council could investigate and put a proposition to me, that could lead to a referendum as to whether or not the ordinance (covering referendums) would have the same roll as if you ran an election. But I'd rather wait and get something from the Council....

Cr. Bataille: What would the Minister's attitude be toward the findings of the Royal Commission report by Sir John Nimmo? That is, what action is anticipated?...

Minister: Well, it's a bit difficult to say what our attitude's going to be when we don't know what's in it. It could be that there would be things in it which we might think wouldn't necessarily be good for the Island or the people in it... all I can promise you at the moment is that we're quite anxiously awaiting the report. There's so much that perhaps ought to be happening, and we're marching up and down awaiting the results of a Royal Commission that has very wide terms of reference, and almost touches on every aspect of what happens on Norfolk. We will certainly put it to study, and we'd certainly be hoping that before we start taking attitudes, the Council will also be going through the report, and telling us your attitudes. I wouldn't want the Government to be taking any quick decision as to attitudes on the contents of the report without you people also having the opportunity to see it... before we ourselves come to the final conclusion. Who'll be able to work fastest each end, I don't know. But we are anticipating the report reasonably soon, and as soon as we can get it tabled I'm hoping to get copies of it over here so there can be informed criticism and comment on the contents of it. We won't be making decisions on the report without... giving it all the opportunity and time you want to comment and criticise. You may not want to criticise it, but certainly to study it, and comment on it.

Cr. McIntyre: There have been several press reports of the Government issuing directions to various Royal Commissions to complete their inquiries forthwith, and to report promptly. Has any direction limiting the scope of, or curtailing the time taken by the Royal Commission into matters relating to Norfolk Island (been issued) by the Government? If there has been, what is it?

Minister: A Royal Commission is set

up by Letters Patent issued by the Governor-General. I as a Minister, or the Government as a Government, cannot direct a Royal Commissioner as to how he'll operate, or how he'll write his report, or when he'll write it. It's even doubtful if one can cancel Letters Patent. But there is no time limit on the Letters Patent issued to Sir John Nimmo. One of the problems with Royal Commissions, and our Department looks after a number of them, if you're not very careful they go on for so long that the people the Royal Commission's concerned about are dead before the report ever comes in. There's also the financial aspect, and if you're not very careful the Royal Commission on Norfolk Island could cost more than all the Commonwealth money put into Norfolk Island over the last ten years. What I have done, I have had a very long and useful conversation with Sir John Nimmo, indicating that we are anxious for the report, so we can get on with the job. He had no problems with me over the matter at all. We were hoping to get a date I think the end of May, when we thought we ought to have the report. He doesn't see over-much difficulty in finishing around about that time. Whether it's going to be the end of June, or mid-July, I don't know, it could be that time spell. He has been, and maybe still is, in New Zealand on various aspects of it... I understand Counsel assisting him is to send you over what he'll be putting as his final address, for your comments, in case you wish to make further comments and criticism. After that he'll settle down and write the report. How fast it then comes depends perhaps on how many drafts he needs, how long the editing will take him, that sort of thing. But there has certainly been no direction to Sir John, not only because we can't, I wouldn't in any event, because it would be offensive... I just thought I ought to put to him the attitude that we need this report at the earliest possible time, and he is working as hard as he can to produce it as early as possible.

Cr. Bataille: What is the present attitude of Cabinet toward the granting of more executive authority to Council?

Minister: This is going to be determined to a large extent I think by the recommendations of the Nimmo report. The Government hasn't an attitude at all, and we're not prepared to form one until we see that report, as to what it brings down. Not only that report, but your comments on it. I think it would be a fairly unwise exercise for me to indulge in some expression at this time, and maybe in a couple of months' time find that what

I'm saying is just a heap of nonsense in view of what Nimmo brings down... but in a broad philosophical sense, and I put it with a very wide brush, I said before I want to interfere as little as possible, and let people run their own affairs. Cr. Bataille: What I was thinking on that question was that if we have different views from Sir John Nimmo—we may have, same as we all have—on Council's control of Norfolk Island, and we press for this control, your attitude in this respect...?

Minister: If such a situation arises, I think we ought to do that on a case-by-case operation, in maybe this sort of atmosphere, and sort it out. Does that help?

Cr. McIntyre: The idea that we should have full control of internal affairs -- do you have objections in principle to that proposition?

Minister: It all depends on how you define full control; and depends on how you define "internal affairs" I suppose. I won't try to dodge the question, but I don't think you can answer it in that sort of simple sense yes or no. Again, this is a case-by-case operation. You might say yes, you should have full control of area "A" that's a totally internal affair -- you ought to have; but something else might impinge on something else, and you perhaps ought not to have full control, but only most control. I think you've just got to examine each area, on a case-by-case operation, because even though you might be 900 miles from the mainland, what we do in Australia does have impact on you, and what you do here does impact on us. We're not just two totally isolated communities, living in separate gold-fish bowls. This is a matter

of judgment on each particular aspect. I think the wisest thing to do is wait for the Nimmo report, and go through it piece by piece, and maybe some things are going to be quite easy and quite simple; there may be other matters which could have difficulties... Cr. Bataille: What is the Government's attitude toward the Restoration Program undertaken by the previous Government? Minister: I don't know whether the Government as such has got an attitude to it. I've got a sort of personal attitude -- I've got a very keen personal interest in this connection, started by Paul Hasluck. He wanted to start a historical society, and started a branch in my home town. I have a keen personal interest, and whatever I can do to keep it going I'll certainly do...

Cr. Bataille: What is the Minister's attitude toward a community hotel, on a share basis, whereby the profits are channelled back into the community? What would be that attitude toward such a hotel being built in the Kingston area?

Minister: That's a bit hard to say because it's not a totally concrete proposition, but I believe in the broad philosophical approach that if the people want to risk their money they're entitled to do so. If you make a profit, good luck to you; if you go broke, don't ask me to bail you out... I don't know whether one ought to be asking citizens to take shares in it as a co-operative venture -- some hotels are run as some sort of co-op venture... they're run on the same basis as co-operative stores, or co-operative freezing works... I've got no sort of philosophical position on it... As to whether

it ought to go in Kingston, or what shape, colour or size it would be, for goodness sake don't ask me to commit them here, or I'll have the National Trust of Australia defying me getting back into Australia. I understand it's not all that easy to satisfy the varying interests...

Cr. Bathie: If I may say, the concept of a community hotel, run by a board, is nothing new -- it dates back to Alec Wilson's time, when we were trying to promote tourism, and I think that was about '46...

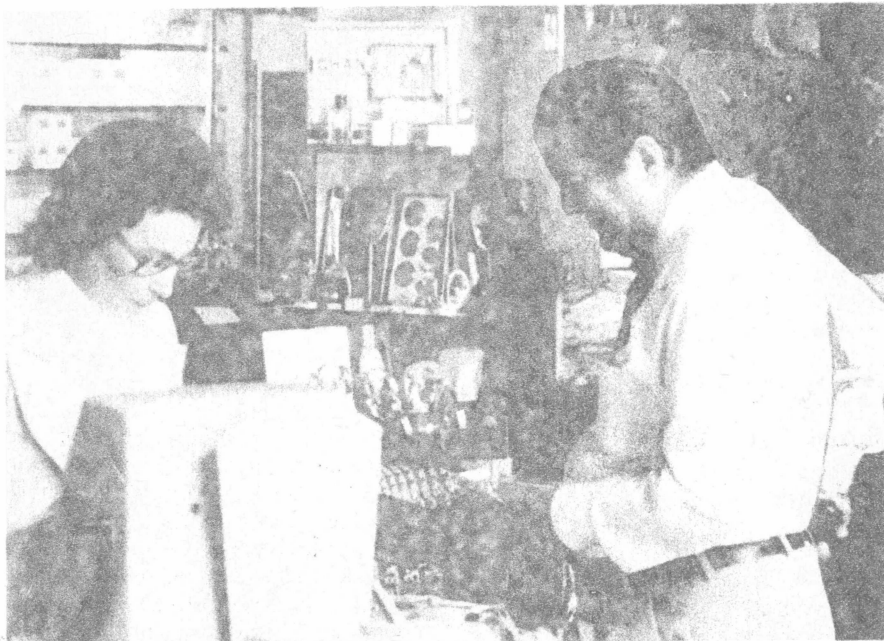
Cr. Ryves: When Mr. Peacock was for a very short term Minister for Norfolk Island, he had agreed Travelodge could take over and build in place of the Paradise Hotel. It was after the change in Government, Mr. Enderby came in, the thing went into embryo. The Administrators, both the past and the present, supported it. Council supported it, and it got right down the line to the point where they negotiated that a private, independent architect would come to the Island, investigate the position, and report back to Mr. Enderby, and the decision would rest on his report. He went back and reported that the project should be gone ahead with, and Mr. Enderby said we brainwashed him. What I'm putting to you, sir, is, the principle of a hotel going in this section was agreed to, and it was only after the pressure of the National Trust, which we felt was wrong because they were an outside group, applied sufficient pressure to override what the Administration, the Administrator and the Council supported.

Minister: ...the concept of the original Travelodge...

Cr. Ryves: There was no problem there. They agreed to do anything we asked them to.

Cr. McKenzie: The plans were already drawn to fit Quality Row, with the same roof structure, the same verandah pillars, and everything. And of course you know the Australian Government bought Travelodge out for \$330,000...

Cr. Bataille: The idea was a community sharing hotel be established, the Administration having a share in it, so that we also gain something from our tourist industry -- we do gain directly, through our liquor store, customs duties. The funding, of course, is something that can be decided later on. The idea of the Kingston area... once you phase the Paradise out of Kingston, it's going to be like extending the cemetery to the Administration -- the place will be partially dead. And in my view it's one of the pick sites of the Island for tourist accommodation. But this is something that can be negotiated at a later date.



"EXPERTS" HAVE QUESTIONED THE ATTRACTION OF DUTY-FREE SHOPPING, BUT SEN. WITHERS REACHED FOR HIS WALLET AT ONE TYPICAL EMPORIUM.

"NORFOLK CAN MANAGE"

Island On the Way to Self-Reliance in Electricity

NORFOLK MAY soon take over the running of the Island's electricity generating system.

For some time there have been strong behind-the-scene feelings on Norfolk that the power house should be under local control, rather than being operated by the Australian Department of Transport. But these feelings have been bogged in political complications.

The subject broke into the open last month during the visit of Sen. Reg Withers, who recently became the Australian Cabinet Minister responsible for Norfolk administration.

Sen. Withers quickly made it plain that his philosophy will be to let Norfolk Island run its own affairs "as far as possible", and that he is willing to cut through red tape when necessary.

Cr. John Ryves raised the power question at an informal but public Council discussion on March 12th, saying he thought the Island could run the power house for "far less" than the Department of Transport charges for labour and maintenance. (In the last financial year, D.O.T. charges were \$43,294, but further bills arrived later, probably pushing the total to over \$50,000.)

Sen. Withers, told that D.O.T. owns only the land and that the Island has paid for virtually all the generating equipment, said, "I don't see why we should have any trouble on that," and said he would take the matter up directly with the Minister for Transport, Peter Nixon, who is a long-standing colleague of his.

A report recommending the take-over of the power house has been prepared by the Electricity Board and will be put to Council. Acting Administrator C.I. Buffett says Council has

also been discussing the idea and that he is sure Council favours the take-over.

While Council has a heavy agenda of matter to clear up in the remaining three months of its term, before election of new members in July, Mr. Buffett says he hopes he can get the power house question before Council between now and then.

Two main steps have to be taken in Canberra before the Island could begin operating the power house. The Department of Transport would have to declare that the land on which the power house stands is "surplus to requirements" for running the Island airport, and turn it over to the Department of Administrative Services. This requires agreement between Ministers.

Then Sen. Withers would have to approve an increase in the staff table for the Norfolk Island Administration, providing positions for the people needed to run the power house.

According to Cr. Ryves, the Electricity Board believes the new staff members could be hired for far less than the Australian public service standards that apply in the Department of Transport. "There's a big difference between our mode of living here and Australia," he told Sen. Withers.

These savings probably wouldn't reduce electricity bills on the Island, but might slow down the rate of increases in the future.

Three days after Sen. Withers' talk with Council, the latest rise went into effect -- from 11c a unit to 12c. It will cost the average family about 40c a week more, or about \$6.50 more on each four-monthly bill. Heavy users like the hotels will of course be hit

harder.

The increase, which is the first since February last year, is largely the result of higher diesel fuel costs. In the past three years the price of fuel has more than doubled from 26c a gallon to 58c. That alone would have been enough to push the cost of electricity up from 9c a unit to 11.7c a unit.

Which means that the Island's Electricity Undertaking has been able to offset almost all other cost rises -- salaries and materials -- by selling more power and by operating more efficiently.

So the Undertaking appears to deserve good marks for doing what electricity commissions all over the world try to do -- keep the cost of power from rising as fast as the general cost of living rises, so that electricity becomes better value, year by year.

That's not easy, because the Island has no large industrial operations, which are the mainstay of electrical generating systems in most cities elsewhere.

Barry Silburn, the Admin's Technical Officer (Electrical), says Norfolk uses about as much power as a typical half-mile-long street of 200 homes in Sydney.

But Norfolk has to provide full generating and stand-by equipment, and operates 38 miles of power lines.

The Electricity Undertaking is a curious organisation -- like many other aspects of Norfolk's half-colonial system of government.

As in many other matters, from immigration to the sealing of roads, the real authority on all main electricity matters is Australia's Minister for Administrative Services.

The Minister delegates day-to-day authority on many Norfolk government matters to the Administrator. The Administrator makes recommendations to the Minister on large matters after listening to the advice of the Norfolk Island Council.

And Council give him its advice on electricity matters after listening to the advice of the Electricity Board.

But the Electricity Board doesn't really exist, legally.

Its correct name is the Interim Advisory Electricity Board. If you comb through all of Norfolk Island's laws, you won't even find it mentioned.

But in practice it is responsible for

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keeping an eye on all electricity operations, and for serving up well-informed views and recommendations to Council.

The Board's influence and authority come only from the experience and ability of its members, and from the fact that they concentrate on "the electricity undertaking" harder than anyone else does.

The Board was set up in 1972, when the Department of Transport (which has to have reliable power for operating the airport, and which had been generating power for Island residents as sort of side-line) said it didn't want to continue providing Norfolk's electricity system.

From the power house walls outward, the Electricity Board is responsible for watching, planning and telling Council what it thinks should be done.

The membership of the Board has remained the same since it was formed a little over three years ago. Philip Bartle, a retired electrical engineer living on the Island, agreed to be Chairman. This takes about eight hours of his time in the average week. Like other volunteer positions on the Board, it is an honorary unpaid job.

Three Admin officers sit on the Board: the Official Secretary (Gil Hitch, acting), the Technical Officer (Barry Silburn) and the Accountant (Brian Bates). Volunteer members are Bob Davidson, Cr. Bruce McKenzie (an electrical contractor) and Cr. John Ryves (who is also a member of Council's Finance Committee).

Gary Ryan and Ross Westwood of the Department of Transport sit in on meetings, but have no vote. Neither does Barry Silburn.

The Board meets privately once a month in the Council Chambers at Kingston. Meetings start at 2pm and usually go until about 5pm, longer if there is some especially knotty problem to thresh out. Most of the problems aren't technical; they have to do with how the community as a whole can be served best, and with individual users' special requirements and requests.

The Island's electrical system includes these parts:

- **The Power House:** It has two Lister Blackstone diesel generating units of 462 kilowatts output each, and two Dorman diesel generating units of 120kw each. All are cooled by the enclosed battery of big fans on the Douglas Drive side of the power house. Also at the power house are two main transformers. Electricity is generated at 415 volts, and stepped up to 6,600 volts by the transformers for efficient transmission over main power lines.

- **Main transmission lines.** There are 19 miles of these.

- **Sub-stations.** There are about 50 of these transformers at various points around the Island. Each one steps the voltage back down to 240 volts, used by most homes and shops, and 415 volts, needed for heavy three-phase motors used in perhaps 20 or 30 workshops, hotels and other heavy-duty electrical situations.

- **Low-voltage lines.** There are 19 miles of these, taking the electricity to individual homes and business premises. There are 670 places connected to power at the moment. Each has a meter, which belongs to the electricity undertaking but is leased by the user.

The use of electricity seems to increase continually. There was a big jump about four years ago when the Island's main hotels switched from generating their own power to using the Island system. A few more homes are connected each year, and it seems that most homes use a little more electricity each year as families buy additional appliances and install better lighting.

The Board is counting on this trend to continue, and a new generator, the biggest yet, has been bought and has begun arriving in bits and pieces. It is scheduled to go into service the middle of this year, but with the normal delays that come from Norfolk's remoteness and hard-stretched work force, it might easily be the end of the year.

The new generator is a 900kw Blackstone, which Philip Bartle thinks will probably be the standard size ordered for Norfolk in the years ahead as power usage continues to rise. It was supposed to cost \$250,000 when Council recommended that it be ordered, but by the time the administrative wheels finished turning in Australia, and a firm order was placed, the price had zoomed to \$350,000. Paying it off will add \$40,000 a year to the costs of the electricity undertaking, but this will be affordable if the Island goes on wanting more power, as is expected.

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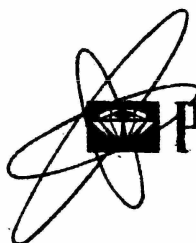
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personalities bristle as Councillors debate Norfolk Island Airlines and the question of who speaks on behalf of Council

THE MARCH Council meeting wasn't notable for great accomplishments, but was unusual for its display of personalities bristling at one another. No voices were raised but there were real tensions in the air.

In our first excerpt, Crs. Bathie and Bataille do their best to pin a "conflict of interest" charge on Cr. McIntyre, who finds himself thrown onto the defensive right from the start.

Cr. McIntyre: I gave notice of a certain motion which I note has been listed for the closed session of Council. That was not my intention, Mr. Chairman. The motion, to which I refer reads "That the Council supports the application of Norfolk Island Airlines to take over the airline service operated to Norfolk Island by Qantas, and requests the Minister urgently to assist in this transfer". I would ask, Mr. Chairman, that that be brought forward to the open session.

Chairman: I'll take a vote on it. May I have a motion...

Cr. Bathie: Mr. Chairman, I raise to a point of order on the motion that Council has before it. I note it's a motion standing in the name of Cr. McIntyre, couched in the following terms...

Chairman: Cr. Bathie, point of order please. If we're going to discuss this in open session, may I have a motion we remove it from closed session, to be dealt with here.

Cr. Bathie: Well, all right...

Chairman: May I have a motion, please? Cr. McIntyre. Any second-er?

Seconded by Cr. Bathie. All in favour? Unanimous.

Cr. Bathie: Well Mr. Chairman, point of order. Council has...

Chairman: May I ask the Official Secretary to read the notice of motion that we're dealing with, please?

Secretary: Notice of motion from Cr. J.D. McIntyre is "That the Council supports the application of Norfolk Island Airlines to take over the airline services operated to Norfolk Island by Qantas, and requests the Minister urgently to assist in this transfer".

Chairman: Cr. Bathie, I think the letter you referred to appertains to this, in some respects. Would you

like it read, or...

Cr. Bathie: Well, it's, no, well now wait, we're dealing with a notice of motion, that's my understanding.

Chairman: Yes.

Cr. Bathie: Well sir I raise to a point of order. The notice of motion standing in the name of Cr. McIntyre that was just read out is out of order on two counts. That it is not in order with the requests contained in the letter to Council from the Norfolk Island Airlines Limited ... and

on the second point, that in view of Cr. McIntyre's financial interest, through the company Myee Limited, concerning Norfolk Island Airlines Limited, and also in that the firm of McIntyres, Solicitors, represents the Norfolk Island Airlines Limited, in view of any of these facts alone it is out of order; if not on legal grounds, then on the grounds of it being a highly improper and undesirable state of affairs that a Councillor should attempt to use the forum of this Council for their own convenience or purpose, be they personal or business-wise.

Chairman: On your first point of order, Cr. Bathie, I think it is in order for the notice of motion. The airlines have asked for one thing, Cr. McIntyre's asked for another, in his notice of motion. On the second point of order -- if Cr. McIntyre so wishes he can declare his interest, but it's not a form of contract as I can see it, therefore he's entitled to put the motion, and he's entitled to vote on it. Any further comment on the notice of motion?

Cr. Bataille: Yes, Mr. Chairman...

Cr. Bathie: I thought this matter of the notice of motion and correspondence was to be dealt jointly. That's the first question I asked you, and you said you have it coming up on that. Well, sir, I beg to differ with you concerning -- we're dealing with a letter, and Cr. McIntyre's motion in conjunction. Now let's take this letter, 3/1/23...

Chairman: Well Cr. Bathie, we can deal with the letter separately, but where you've disagreed with the chairman's correction on a notice of motion, disagreeing, I'll have to put it to the Council. The Chairman of Committees will take the chair and we'll take a

vote on the notice of motion. Your

objection. Is that what you wish?

Cr. Bathie: It's just a point that I'm raising. I don't want to go to extremes, but if that's the only way out of it, well, what must be done must be done.

Cr. McIntyre: If I understand the point of order, the first point of order -- I'll deal with them both if I may -- the first point of order is that I have put forward a motion which does not agree with a letter written by the airline itself. If I might say in clarification of that, my motion did not rise out of their letter, and was not drafted with their letter in front of me. In addition to that is my understanding of what was put to us by the airline when they met with Council in closed session.

If Cr. Bathie disagrees with that, or thinks the motion would more properly express the intention of the airline by taking a different form, it does not open the way to a point of order on that ground for him, although it does entitle him to move such amendments as he thinks fit. The motion itself doesn't fail on those grounds. As a matter of fact, Mr. Chairman, I could move a motion directly contrary to what the airline asked, and it would still be in order. There would be no question of its validity.

Chairman: Yes. Any further comments?

Cr. Smith: I would like clarification. Who are we dealing with? Norfolk Island Airlines Limited, or Myee's application, or business? Now there are two different letters relating to the same airline. Which is in order?

Chairman: We're dealing with a letter from Norfolk Island Airlines.

Cr. Snell: Regarding the part of the motion requesting the Minister urgently to assist in the transfer of Qantas services to Norfolk Island Airlines, I'd just like to comment that I feel if Qantas should at any stage declare its intention to cease airline operations to Norfolk Island, then I feel Norfolk Island Airlines should be given equal consideration as other applicants have been given consideration, that is TAA, Ansett and East-West Airlines, but I do not support this Council requesting an urgent transfer of Qantas services to Norfolk Island Airlines Limited, as we are well aware of the restrictions placed on Qantas by the operation of

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the DC-4s, but I still feel Norfolk Isl- and would not be where it is now with- out the DC-4s...

Cr. McIntyre: Point of order...

Cr. Snell: I was just speaking to the motion, Mr. Chairman, I can't sup- port it on those grounds.

Cr. McIntyre: We're not discussing the motion, we're discussing Cr. Bathie's motion.

Chairman: I was going to pull you to order, Cr. Snell. We're talking on the point of order Cr. Bathie raised.

Cr. Bathie: I'll let the motion go, but it hasn't had a seconder yet.

Chairman: Is there any seconder to Cr. McIntyre's motion that the Coun- cil support...

Cr. Bathie: No...

Cr. McIntyre: What is the issue, Mr. Chairman? Are we taking Cr. Bathie's points of order one by one?

Cr. Bathie: I'll withdraw my point of order and propose an amendment in keeping with the letter.

Cr. McIntyre: I wish to reply to the other point raised by Cr. Bathie, that it is improper for me to bring forward a matter of Norfolk Island Airlines in this manner. That cannot be the case. If that were the case, Cr. Bathie would be prohibited from discussing the erection of a public toilet on the ground that he might use it. The question of interest can be made far too broad, Mr. Chairman. My inter- est in this, and it is the first thing in my notes, that I am a director and a shareholder of a company that is it- self the owner of shares in Norfolk Island Airlines. There are over 25 shareholders in Norfolk Island Airlines.

Consequently any statutory require- ments that might arise if I held those shares personally would in any event be completely satisfied. All require- ments of the Norfolk Island Council Ordinance would have been met. In fact there is no impediment to me at law nor in proper conduct in bring- ing this matter forward. I am not grinding an axe for my own financial gain. I am in fact bringing this motion forward because I believe -- and I am prepared to argue, in proper debate in this Council -- that it is for the good of the Island. I have no hesi- tation in saying that I reject Cr. Bathie's claims that my motion is im- proper. I reject them completely. I reject also that a point of order can be brought on those grounds, Mr. Chair- man...

Chairman: I'll have to get a secon- der to the motion.

Cr. Bataille: Is Cr. McIntyre going to move the motion as a motion, and re- quest a seconder?

Cr. McIntyre: The text of the motion has been read out, and I so move.

Chairman: Any seconder to the motion?

Seconded by Cr. Snell. Any comments? Cr. Bataille: In regard to the structure of the motion and the mover of the motion, through you I'll ask the mover of the motion if he will declare the structure of the company, and the shareholders, and who are the major shareholders in Norfolk Island Airlines, and whether he has a pecuniary in- terest in the matter. In the past, Mr. Chairman, it has been the custom here that when we have a pecuniary in- terest (in all matters on Norfolk Island we more or less have a pecuniary in- terest -- some of them are financial, some of them are not financial). I see this one, Mr. Chairman, on the notice of motion, that if there's a financial interest to anyone's gain, the ruling has been in the past by the previous chairman that it's left to the conscience of the mover, or the speak- er, whether he speaks on the motion or not. But I think Mr. Chairman, in this case, there might be a reason for a direct ruling from the chair, when all the interests are declared, and structure of the Norfolk Island Airline, the ruling should come from the chair whether the mover, or anyone here with a large financial interest in the Norfolk Island Airline, should be allow- ed to discuss the matter.

Chairman: Thank you, Cr. Bataille. I think I've already made that point clear. There may be financial inter- est, but I can't see any contract in- volved, and I take it where there's no contract involved the mover of the mo- tion is quite in order. He may speak to it.

The dust then began to settle, and Cr. McIntyre outlined his reasons for believing NIA should have prompt and full endorsement. These inclu- ded:

- Royal Commission evidence from several people convinced him the F-28 was the right aircraft for the Norfolk run.

- NIA planned a schedule of 5 flights a week to Sydney, 1 to Bris- bane and 2 to Auckland.

- NIA said its operations could pay for the cost of maintaining the air- port.

- He had seen an unconfirmed re- port that East-West Airlines had abandoned its intention to buy an F-28, and had ordered two more F-27 propeller planes. "I don't know if this is true," he said, but it could mean E-W is less able to res- pond to the Norfolk situation.

- If NIA gets the run, it will be an Island-owned industry and more money will stay on the Island.

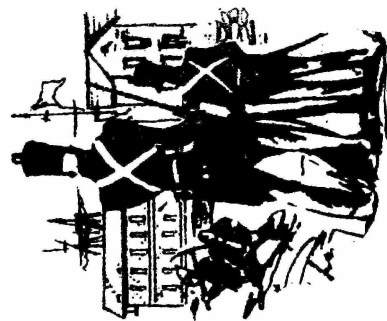
Cr. Bathie proposed an amendment to the motion, recommending that

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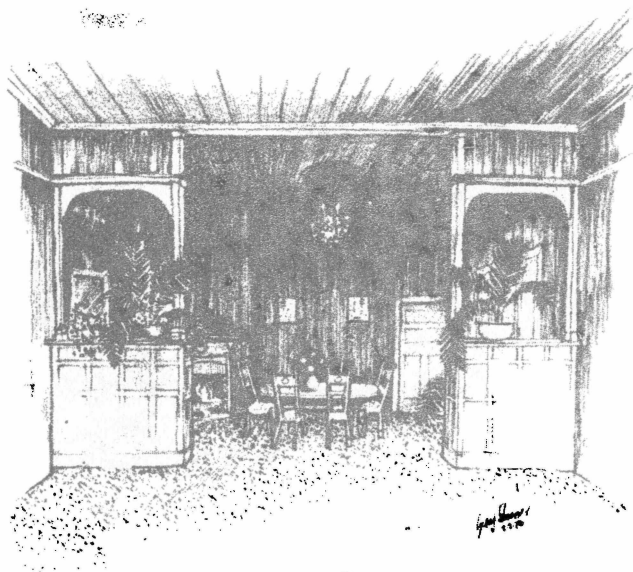
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NIA be given only what it had requested -- Council's support in asking Minister Withers to use his good offices to see that NIA is given a fair hearing by the Minister for Transport.

This amendment was generally supported, with most of Council feeling it was premature to give total support to NIA's taking over the service at this time. Cr. Ryves mentioned the importance of having an airline with wide booking services on the mainland, to promote Norfolk tourism. Cr. McKenzie said he was concerned that a one-operator, one-aircraft air service could fall into some difficulty, which would leave Norfolk in trouble. Cr. Smith said he supported NIA in principle, but didn't think Council should rush into it. Cr. Snell said Norfolk was fortunate to have Qantas, but that if Qantas should ever declare its intention to quit he thought NIA should be given every opportunity to take their place. Cr. Bataille said he felt more research was needed before he would want to commit himself one way or the other. He also mentioned the DC-4's excellent safety record, and said he felt a fare reduction would benefit the Island more than a few individuals' having the chance to invest in NIA.

The amendment was passed and became the motion, which was passed unanimously -- thus giving NIA what is probably about as much support as Council can usefully give it at this stage.

THE POSITION OF "Chairman of Committees" is the highest office an Island resident can reach through democratic elections. The Councillor holding the position sits at the head Council table, alongside the Chairman, who is the Administrator of the day. He has many special responsibilities and powers, but does not have the power to speak for Council as a whole. This was a sore point in the March meeting.

It began in the reviewing of the previous meeting's minutes -- usually a dry section of the proceedings. In February Cr. Bataille had spoken of the good work being done by Norfolk's volunteer Magistrates, saying he thought press criticism of them was unwarranted. Cr. McIntyre wasn't happy with the way the minutes of the meeting read.

Cr. McIntyre: Page 19, Mr. Chairman, under the heading "Local Magistrates". Councillor Bataille said he would like to place on record Council's appreciation... I think Cr.

Bataille said he would like to place on record "his" appreciation.

Chairman: Is that correct, Cr. Bataille?

Cr. Bataille: Well I did say "Council's appreciation" -- if there is any objection -- it was never put to a vote, Mr. Chairman, it was a remark. I thought it was Council's appreciation of the work -- and my appreciation as well...

Chairman: Is it Council's wish that the word "Council's" be deleted, and the word "his" added?

Cr. McIntyre: The matter was not debated, Mr. Chairman, neither were the pros and cons expressed. I would assume that in the circumstances it would be appropriate just to note that it was Cr. Bataille's appreciation.

Cr. Bathie: Well, sir, I support the remarks of Cr. Bataille. I don't know about other Councillors. I'm prepared to have it "the Council". The only way to settle it, in view of the fact that it wasn't put to the vote, without any debate, let's put it to the vote, and find out whether it's Council's view, or just an independent view. Cr. McIntyre: That would be a different issue, Mr. Chairman, since what I'm drawing attention to is a matter in the minutes, not a question of the...

Chairman: Correct. (To Cr. Bataille): You want it changed?

Cr. Bataille: Well that's what I said, that's what I meant. That was the intention, that it was Council's appreciation. And it was never put to the vote, Mr. Chairman.

Chairman: Do you want the word "Council's" altered to yours?

Cr. Bataille: No, I'd leave it as is. That was the intention.

Cr. McIntyre: That seems to bring up the question of when somebody speaks for Council. This is the point I'm raising.

Chairman: Correct. It must be by the voice of Council on vote, if we're going to express the thing. I have not conveyed anything to anybody on it. But it could be raised later if Council wants to pass a motion.

Cr. Bataille: I think Mr. Chairman if I may say so, as long as it's recorded in the minutes, that's all that I was concerned about, that it be a record in the minutes that Council does appreciate the work being done by the local magistrates, and think it quite appropriate, Mr. Chairman, that it should be Council's appreciation, and not my personal appreciation. If I felt that way inclined I would have done so personally.

Chairman: Yes, Cr. Bataille, I take your point, but I think Cr. McIntyre's correct. I can only record "the Council's" by a Council vote. We can bring

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the matter up later if you would like to.

And it was brought up later, at the end of the open session.

Cr. Bataille: In view of the comments by Councillors in regards to the minutes, Mr. Chairman, regarding local Magistrates, I now move that Council places on work its appreciation of the sterling work being done by our local Magistrates...they give their time willingly and freely, and it's quite time-consuming...on a voluntary basis. Chairman: Is there a seconder? Cr. Bathie. Any comments?

Cr. McIntyre: It's undoubtedly true that these people deserve credit for the time and the work they give. There's a danger where a body such as this -- a representative body, shall we say, or a political body -- starts expressing approval of the conduct of the Magistracy, they create a pressure, as it were, they create the impression, that the Magistracy are doing things in a manner which the Council approves of, giving rise perhaps to the possibilities of negative implications when the Council doesn't comment on what's happening in the Magistracy. It seems to me, Mr. Chairman, that as a judicial arm of Government, it's a good idea if neither the Magistracy, nor the Administration, nor this Council, spend time congratulating each other, but instead

conduct their business independently of each other, each doing its job as it sees it best and properly. I don't believe we should record officially that we approve the job being done by the Magistrates for that reason; I don't think we should create an atmosphere in which congratulations are necessary. None of us seriously disagrees with the import of the thing. The only thing is, should the Magistrates turn around and congratulate us, as a Council? I don't think they should; I don't think it's proper of them. And I don't think we should congratulate the Supreme Court either; I don't think the Supreme Court should congratulate us. We can appreciate each other, and we can all agree that we work hard. We can all agree that we do a pretty good job, or that we don't, as the case may be. Formally to express these things in a motion introduces an element of pressure and of feeding off each other, in a way; of a relationship, the one between the other, that may even suggest that one is the instrument of the other, which is not the case of course. For that reason I would oppose the motion, Mr. Chairman, not because I think the Magistracy aren't doing a good job, but because I don't think it's the Council's place to propose it, any more than I think we should expect the sentiments to be reciprocated. Cr. Bathie: Mr. Chairman, I support

the motion. It's not with the view, to put it in very blunt terms, that we're trying to wet in each other's pockets, for the purpose of patting each other on the back. But there have been some very caustic comments passed in the community concerning Magistrates, which have been unjustified, and unwarranted, and I think a full disclosure of the facts would reveal that the Magistrates are doing a job, a job that must be done in the community, and therefore I think it's right and proper that Council appreciates and understands the job that they're doing in the community....

Cr. Ryves: Sir, I believe there is good on both sides of the argument. I think our Magistrates, by their performance, don't need our congratulations. The type of criticism of the Magistrates that has come in the press to me is not worth even attempting to consider. It's the individual's right to make this criticism, but we don't have to consider it. I think the Magistrates can stand on their own.

I think it's inherent that we appreciate what they're doing. Therefore, sir, I don't propose to support the motion.

Chairman: No further comments? I'll put the motion. All in favour? Cr. Bataille, Cr. Bathie, Cr. McKenzie. Against? Cr. Smith, Cr. McIntyre, Cr. Snell, Cr. Ryves. The motion is lost.

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SHOPPING HOURS IN BURNT PINE: generally 9am-12.30, and 2pm-5.30.

Wednesday, Saturday and Sunday afternoons almost all shops are closed. A fair number are open Sunday mornings, but not all.

AFTER-HOURS SHOPPING: The Milk Bar 7.30am-9pm Mon-Sat and 9am-7pm Sun; Burns Philp (Middlegate store) 8.30am-8.30pm Mon-Sat, 10am-7pm Sun.

TOURIST BUREAU: (Centre of Burnt Pine) 9-12 and 2-4 Mon-Fri but closed Wed afternoon; 9-12 Sat.

QANTAS - AIR NZ: Burnt Pine Office open 9-5 weekdays, 9-12.30 Wed-Sat.

PETROL STATIONS: There are two. Norfolk Island Motors, at the eastern edge of Burnt Pine, is open 8am-6pm every day but Sunday. Central Service Station, at the western edge of Burnt Pine, is open 8.30am-5.30pm Mon-Fri, 8.30am-1.30pm Sat, 9-12 Sun. Nights and Sunday afternoons you're out of luck.

ESPECIALLY FOR NORFOLK VISITORS ---

8-PAGE LIFT-OUT



keep it with you!

Packed with
Tourist Information!

Welcome to Norfolk!

WE HOPE NORFOLK ISLAND will please you.

The people of the Island have a plain, direct but gentle outlook on life. They will be glad to help you, if you are plain, direct and gentle also -- and not in too much of a city hurry.

You may have your days already filled with plans for the time of your visit, but if you haven't we would like to offer three suggestions.

Try to learn a little of Norfolk's history, which is unique. There are two separate threads: one of the early colonial era, when the Island was the second British settlement in the Pacific; the other beginning with the mutiny on "The Bounty" and going through Pitcairn Island.

Get out and see the Island, as many corners of it as you can. It is varied, charming and memor-

able.

And some of the time, use old means of getting places: walk, or ride a horse. Enjoy yourself!

PITCAIRN AND NORFOLK stamps, 1st day covers



Back issues - variety of sets
DeCHESNE'S STORE - Hospital Corner

Note - DeChesne's is also stockist of back issues of the Norfolk Island News

BEST BUYS

YOU'LL FIND YOUR OWN "Best Buys" depending on your own needs and purse, but The News asked some of the Island's leading importers to pick a few items they believe are particularly good value at the moment. Here's what they told us:

Duncombe Bay Garage: "Casio miniature calculators -- on sale at several of Norfolk's best shops."

Prentice's: "Wonderful hand-carved teak and camphorwood chests and tables. But they will go very fast."

Burns Philp: "'Silit' German enamelled cookware, from \$2.70 to \$21.70"

Martin's Agencies: "Remington electric shavers and hot combs -- at good shops in Burnt Pine."

The Milk Bar: "We have same-day mainland newspapers, four evenings a week, planes permitting."

Casa Kui: "Our jewellery and other items from China, because of our long-standing connection with China."

Proud's: "Omega watches."

International Duty-Free: "A tremendous range of 'Adidas' sport shoes, just off the ship."

Cameralines: "AgfaColour CNS-135 film, 12 exposures, two for \$1.99."

IT'S A PLEASURE TO WELCOME YOU TO

NORFOLK ISLAND

Here are a few of the many things to see on the island. Enjoy them during the day -- you can shop late at the Milk Bar

1 AIRPORT TERMINAL and Air Cargo office

2 SHOPPING CENTRE, Post Office, Banks, Tourist Board

3 ISLAND ADMINISTRATION ; Bond Store for spirits

4 CEMETERY -- touching inscriptions on old headstones

5 BLOODY BRIDGE, site of one of Norfolk's legends

6 NORFOLK ISLAND GOLF CLUB -- visitors welcome

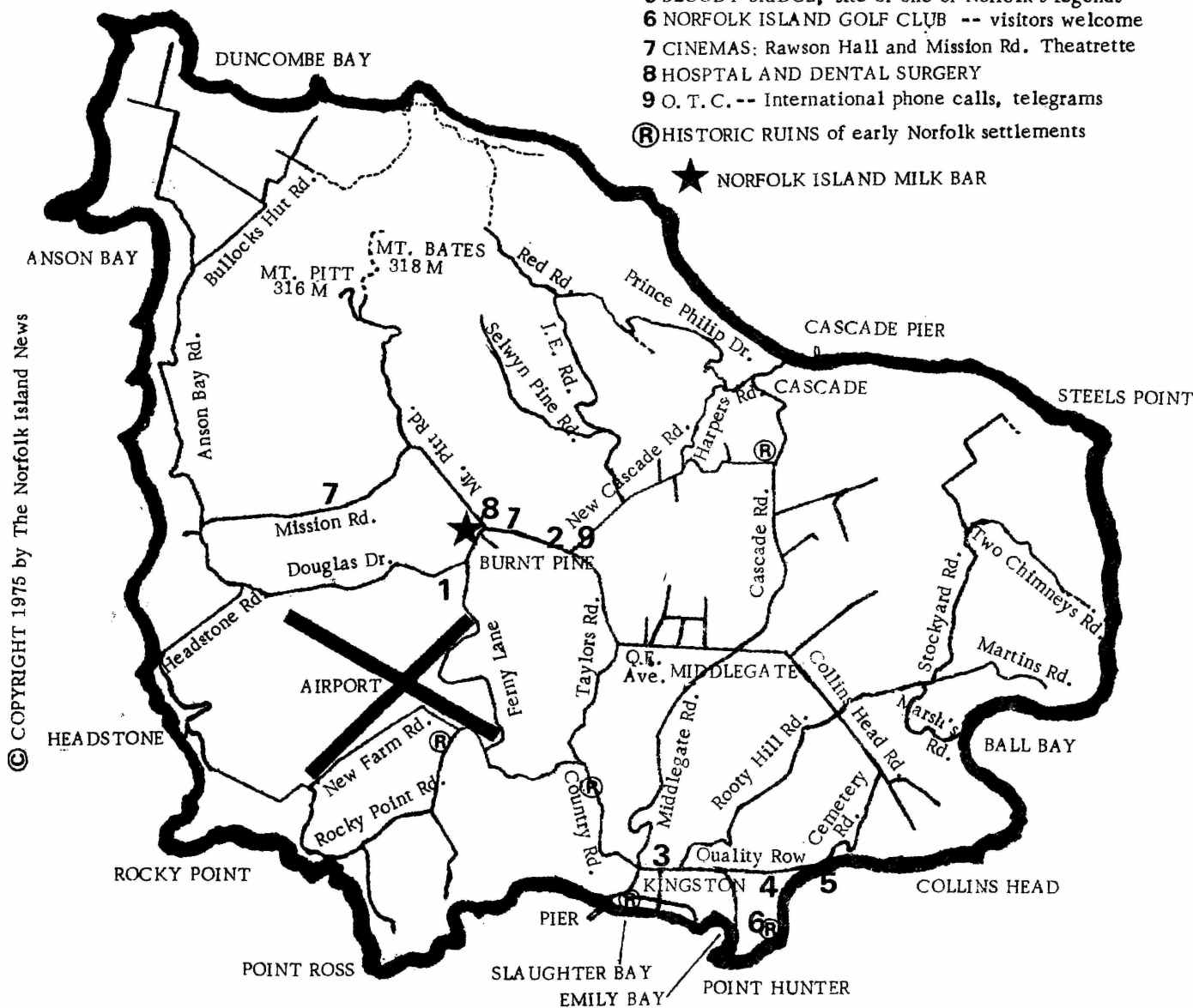
7 CINEMAS: Rawson Hall and Mission Rd. Theatre

8 HOSPITAL AND DENTAL SURGERY

9 O. T. C. -- International phone calls, telegrams

Ⓡ HISTORIC RUINS of early Norfolk settlements

★ NORFOLK ISLAND MILK BAR



All roads lead to the complete holiday mini-mart --

★ Norfolk Island Milk Bar

"THE FIRST SHOP YOU COME TO AFTER LANDING AT THE AIRPORT"

OPEN 7 DAYS -- 7.30 am to 9 pm (Except Sundays, when we get lazy and are open only from 9 am to 7 pm -- sorry about that....)

We want to help you make the most of your time on Norfolk so we carry freshly-baked Norfolk Island bread...eggs...teas and coffees...a complete range of tinned foods...frozen meats, vegetables, fish, sweets, pastries and 'heat-n-serve' items...soft drinks...biscuits, crackers and savouries...ice cream...imported cheeses...lollipops...magazines...batteries...cigarettes...wrapping paper...personal and gift stationery...greeting cards...bug sprays...toothpaste and medicine cabinet items...novelties...mainland newspapers...tinopeners...candles...first aid requirements...olives, pickles, nuts and condiments...picnic supplies...games...artists' requisites...gourmet foods...sliced luncheon meats...fresh fruits and vegies, when Norfolk has them...needles and cotton, and almost anything else you've forgotten, every day of the week, early & late.

MIGRATING

IF NORFOLK ISLAND turns out to be the "island paradise" you've always been looking for, and you decide you'd like to live here, you'll find a tangled road ahead.

The Island has its own Immigration laws, and (except for people who were born here and are returning) no newcomers are currently being admitted to live on Norfolk permanently.

You may buy freehold property, but owning it doesn't entitle you to live on it. Buying a business doesn't mean automatic entry, either - particularly if the present owners intend to stay on the Island. Australian citizenship doesn't mean you can stay, even though Norfolk is a Territory governed by Australia.

These are the categories set out by law and current policy:

- Permanent resident status is conferred by being born here; or by action of the Administrator, after five years of living on the Island.

- Enter-and-Remain permits: granted to settlers intending to remain permanently, and hoping to be classed as Residents after five years. There is currently a stop-order on the issuance of any further such permits.

- Temporary Entry Permits: granted to an individual and his family for a period of six months, if the person is needed to fill a particular job on the Island. Subject to renewal every six months, and cancellable if the person ceases to hold the position he or she was admitted to fill.

- Visitors' Entry Cards: good for 30 days only. Can usually be renewed once for a further 30 days, but this is not automatic.

CHANNER'S CORNER FLATS

P.O. Box 235, Norfolk Island

Ideally situated - easy walk to the centre of town - convenient if you don't wish to hire a car.

Natural pine surroundings. Fully equipped, with all modern conveniences, including linen.

\$16 a night for two, extra persons \$5 night. Apply your Travel Agent.



IN BLOOM

APRIL IS NOT the best month to see bushes and flowers in bloom on Norfolk but there are some. Disregard the Lantana which seems to be at its best now but is really a noxious weed on Norfolk. The Guava, both red and yellow (*Psidium guajava* and *Rhodomyrtus psidioides*) are still bearing fruit and this has been a fine season. There have been more guava jelly making sessions than last year. The wild lemons on either side of the road up to Mt. Bates are still abundant and you will enjoy the fragrance. Wandering around the island you will see mauve and dark blue *Convolvulus* creepers which flower freely everywhere but prefer sunny places.

The famous Norfolk "Match Me If You Can" or Caliphar Varigata is the striking hedge you see enclosing so many of the island homes. Another pretty hedge is the delicate pink and white *Philanthus Rosea*. All of these grow from cuttings which island dwellers give to one another with great affection as almost everyone loves gardening here. It is a way of life.

Our beautiful Norfolk Pine (*Araucaria heterophylla*) grows to a maximum of 180 feet. This year it is expected that there will be a very fine crop of pine seed. The Norfolk Pine cone which drops to the ground breaks open as it hits the earth and the seed pods splay out and scatter. Parrots come along and pick up the pods and put them in their mouths and on chewing can instantaneously tell whether there is a seed inside or not. If there is it eats it. Some people make a small business of picking pine seed from the ground which is then shipped overseas, but they have to beat the parrots.

The Hibiscus are beautiful now -- many people have imported varieties -- these can be propagated with local ones with unusual effects. Interesting to know is that the White Oak is actually of the Hibiscus family. It flowers in the summer months, a beautiful pink bloom.



PATON PLACE

may be out of town but for the discriminating buyer it is a "must". You will find interesting goods such as: -

CLOISONNE WARE - hand enamelled, copper based Vases, Jars, Bowls etc. from Peking

SCOTTISH MOHAIR rugs, blankets, capes, stoles, beret-and-scarf sets by Glen Cree

SCOTTISH KNITWEAR, partner packs, skirt packs, sock-and-tie sets by Munrospun

PHILIPPINE SHIRTS for men, women and children

BLOUSES and cotton dresses

WOOD & IVORY carvings and other souvenirs

Continue along Taylor's road toward Kingston, and 150 yards past Queen Elizabeth Avenue you will find us. Directly opposite Nimpex. Phone 2181

PLEASE

THERE AREN'T MANY signs saying "Don't..." on Norfolk Island.

And there are even fewer policemen.

But it will make you even more welcome if you bear in mind a few points:

- When the weather has been dry for a long time, please drive s-l-o-w-l-y down dirt roads. Even at 20 mph you can throw up a thick trail of dust.

That may not worry you, but what it does to clean washing, hanging on a line behind a hedge, is heartbreaking to a housewife.

- If you are a spearfisherman, find a boat to take you out past the reef. Spearguns aren't allowed inside the reef.

- When the weather is wet, please believe signs saying "Road Impassable When Wet". If you drive ahead, you'll rip up the road surface for the future, and may well have a long, muddy walk to get someone to tow you out.

CHURCHES

METHODIST

Sunday school 10am; services at 11am and 7.30pm. Pitcairn praise service last Sunday of month. Pastor Eric Dronfield.

CHURCH OF ENGLAND

All Saints (Kingston) 10.30am Sundays (Communion 1st Sun. in month) St. Barnabas Chapel evening prayer service 7.30pm Sun. Sunday school (Pitcairn Hall) 9.15am. Rev. Colin Berriman.

SEVENTH-DAY ADVENTIST

Sabbath school 9.45am Sat., service at 11.15am. Youth service 2.30pm. Pastor Laurence Gilmore.

CATHOLIC

Father Des Scanlon is ill as we go to press; no services for the time being.

The Norfolk Island

SUN



4 Rise 6.30, set 6.12
L0501 H1134
L1720 H2353

- Church services
 - Film, sm'b'd(VV7.30p)
- 1790: King returns to Sydney after starting N.I. colony in 1788.

11 Rise 6.34, set 6.04
H0442 L1106
H1721 L2331

- Church services
- Film, sm'b'd(VV7.30p)

18 Rise 6.38, set 5.57
L0453 H1121
L1716 H2351

EASTER

- Church services
- Film, sm'b'd(VV7.30p)

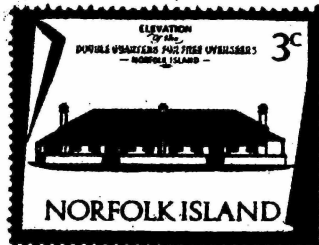
1921: HM Cable Ship "Iris" arrives to repair the cable.

25 Rise 6.42, set 5.50
H0520 L1126
H1750 L2348

- Church services
- Film, sm'b'd(VV7.30p)
- Pitcairn Praise service (MC7.30p)

ANZAC DAY

MON



5 Rise 6.30, set 6.11
L0541
H1212 L1802

- Housie(LC)
- Film(Nlk)
- Sm'b'd(SP)
- Yoga(Sc17.30p)

12 Rise 6.34, set 6.03
H0442 L1106
L1203 H1830

- Housie(LC)
- Film(Nlk)
- Sm'b'd(SP)
- Yoga(Sc17.30p)

19 Rise 6.38, set 5.56
L0548
H1211 L1812

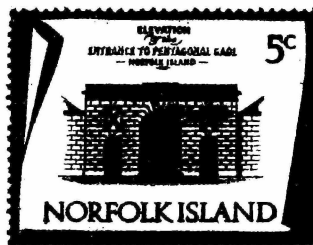
PUBLIC HOLIDAY

- Easter races(GC11.30a)
- Housie(LC)
- Film(Nlk)
- Sm'b'd(SP)
- Yoga(Sc17.30p)

26 Rise 6.43, set 5.49
H0617
L1213 H1846

- Housie(LC)
- Film(Nlk)
- Sm'b'd(SP)
- Yoga(Sc17.30p)

TUE



6 Rise 6.31, set 6.10
H0033 L0627
H1253 L1850

- Com'd'nts Dinner(G7.30p)
 - Films(Pds & LC)
 - Darts(RSL)
- 1788: Lt. King issues orders for Norfolk.

13 Rise 6.35, set 6.02
L0029 H0656
L1259 H1933

- Com'd'nts Dinner(G7.30p)
 - Films(Pds & LC)
 - Darts(RSL)
- 1789: Very heavy S.W. gale.

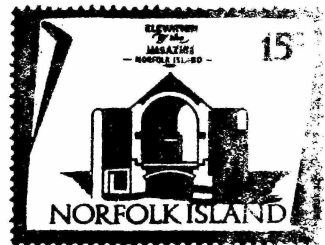
20 Rise 6.39, set 5.55
H0041 L0648
H1302 L1913

- Com'd'nts Dinner(G7.30p)
 - Films(Pds & LC)
 - Darts(RSL)
- 1797: First bottle of sugar cane spirits distilled on Pitcairn.

27 Rise 6.43, set 5.48
L0037 H0709
L1259 H1934

- Com'd'nts Dinner(G7.30p)
- Films(Pds & LC)
- Darts(RSL)

WED



7 Rise 6.31, set 6.09
H0115 L0719
H1336 L1944

- Council meeting(A2.00p)
- School sailing(EB1.00p)
- Film, sm'b'd(VV)
- Film(Pds)
- Open night(Nlk)
- RSL womens aux(RSL8.00p)

14 Rise 6.35, set 6.01
L0125 H0755
L1353 H2029

- School sailing(EB1.00p)
 - Film, sm'b'd(VV)
 - Film(Pds)
 - Open night(Nlk)
- 1835: Guinea fowl, once numerous, reported "quite extinct".

21 Rise 6.40, set 5.47
H0133 L0750
H1354 L2014

- School sailing(EB1.00p)
- Film, sm'b'd(VV)
- Film(Pds)
- Open night(Nlk)
- Womens bowls Trophy day

28 Rise 6.44, set 5.47
L0123 H0754
L1343 H2018

- School sailing(EB1.00p)
- Film, sm'b'd(VV)
- Film(Pds)
- Open night(Nlk)

1789: The mutiny on The Bounty.

CALENDAR

April
1976

THU

- 1** Rise 6.28, set 6.15
L0314 H0947
L1531 H2204
- Island dinner(BH)
 - Housie(LC)
 - BBQ(SP)
 - Film(RSL8. 00p)
 - Rotary(SP6. 30p)
- 1931: Francis Chichester
flies off to Lord Howe

- 8** Rise 6.32, set 6.07
H0159 L0815
H1422 L2037
- Island dinner(BH)
 - Housie(LC)
 - BBQ(SP)
 - Film(RSL8. 00p)
 - Rotary(SP6. 30)
- 1835: Pine measured on
Mt. Pitt with 29½ ft.
circumference.

- 15** Rise 6.36, set 6.00
L0219 H0850
L1442 H2122
- Island dinner(BH)
 - Housie(LC)
 - BBQ(SP)
 - Film(RSL8. 00p)
 - Rotary(SP6. 30p)

- 22** Rise 6.40, set 5.53
H0229 L0850
H1449 L2113
- Island dinner(BH)
 - Housie(LC)
 - BBQ(SP)
 - Film(RSL8. 00p)
 - Rotary(SP6. 30p)
- 1856: "Morayshire"
arrives at Pitcairn

- 29** Rise 6.44, set 5.46
L0206 H0836
L1423 H2057
- Island dinner(BH)
 - BBQ(SP)
 - Film(RSL8. 00p)
 - Rotary(SP6. 30p)
 - Housie(LC)

FRI

- 2** Rise 6.29, set 6.14
L0349 H1022
L1606 H2239
- Film(RSL8. 00p)
 - Open night(Pds)
- 1844: Norfolk no longer
a dependency of N. S. W.

- 9** Rise 6.33, set 6.06
H0247 L0913
H1514 L2137
- Film(RSL8. 00p)
 - Open night(Pds)

- 16** Rise 6.37, set 5.59
L0310 H0942
L1534 H2212
- PUBLIC HOLIDAY -
GOOD FRIDAY
- Film(RSL8. 00p)
 - Open night(Pds)
- 1789: 3 acres of wheat
sown at Arthur's Vale.

- 23** Rise 6.41, set 5.52
H0321 L0945
H1547 L2208
- Film(RSL8. 00p)
 - Open night(Pds)

- 30** Rise 6.45, set 5.45
L0246 H0914
L1501 H2134
- Film(RSL8. 00p)
 - Open night(Pds)
- 1921: Re-opening of
Norfolk Is. Rifle Club.

SAT

- 3** Rise 6.29, set 6.13
L0424 H1057
L1642 H2316
- SDA service
 - Housie(RSL8. 00p)
 - Gun club shoot(SW1. 00p)

- 10** Rise 6.33, set 6.05
H0341 L1009
H1613 L2234
- SDA service
 - Housie(RSL8. 00p)
 - Paddys mkt(PH9. 00a)
- 1790: 625 mutton birds
caught on Mt. Pitt;
soon 2, 000 a day aver-
age.

- 17** Rise 6.37, set 5.58
L0401 H1032
L1624 H2302
- SDA service
 - Housie(RSL8. 00p)

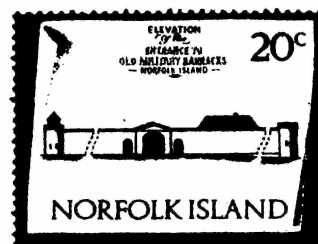
- 24** Rise 6.41, set 5.51
H0419 L1037
H1648 L222
- SDA service
 - Housie(RSL8. 00p)
 - Paddys mkt(PH9. 00a)

key

- Rise - Sunrise
set - Sunset
H - High tide
L - Low tide
a - a. m.
p - p. m.

LOCATIONS

- A - Administration
Building
BP - Burnt Pine
BC - Bowling Club
BCP - BiCentennial Park
BH - Branka House
C - Catholic Church
CE - All Saints
EB - Emily Bay
G - Garrison Rest.
GC - Golf Club
H - Hospital
KO - Kingston Oval
Lib - Library
LC - Leagues Club
LK - Lime Kiln BBQ
M - Museum Building
MC - Methodist Church
Nlk - Norfolk Hotel
Pds - Paradise
PH - Pitcairners Hall
RH - Rawson Hall
RSL - R. S. L. Club
Scl - N. I. School
SDA - 7th Day Adv. Hall
SP - South Pacific
StB - St. Barnabas Chapel
SW - Simons Water
VV - Valley View
YC - Youth Centre



NORFOLK RADIO

weekdays transmission starts 7 am
Radio Australia News at 7.30, 8.30, 1pm, 2pm, 3.30pm
Local notices/weather at 7.40, 8.40, 10.00, noon, 1.10pm

VISITORS planning to buy a radio should buy it early and listen to our unique local station, VL2NI, at 1570 on the dial. If you want news about Australia or NZ you won't get much from the Radio Australia re-

lay, which is mainly a diplomatic house organ. Toward dark on most days you can begin getting quite good reception of mainland radio stations -- face the radio toward the station for best results.

ANNOUNCERS include Tony Arnold, Toon Buffett, Daphne Heyman, Beryl Lackey, Kathy LeCren, Ivan Milton, Sylvia Ryves, George Smith and Paul Towers. Ring 2137 (not while the announcer is talking, please) for requests.

SUNDAY

Transmission commences

4.00 Light Music

5.30 Radio Aust. News

6.00 Comedy

6.30 Music & Story for Young People

7.00 Evening Prog. includes Children's Story, Feature, Drama, Classical Music

CLOSE - 10pm

MONDAY

9.15 Music Roundabout

10.05 Beach Boys Story

10.45 Morning Serial

11.00 Concert Half Hour

11.30 Classical Showcase

12.10 Light drama series

CLOSE - 4pm

TUESDAY

9.15 Comedy Half Hour

10.05 Music from Shows

10.45 Morning Serial

11.15 Drama

12.05 BBC Sports Mag.

1.15 Methodist Prog.

CLOSE - 4pm

WEDNESDAY

9.15 ABC Scope

10.05 Drama

10.45 Morning Serial

Hospital Prog.

12.05 World Affairs Prog.

2.00 (First Wed. of month only) N.I. Council Meeting.

6.00 pm Evening Prog.

Pick of the week.

Includes Comedy, Drama, Book Review, 'Scope'.

THURSDAY

9.15 Magazine of the Arts

10.05 Drama Series

10.45 Morning Serial

11.00 Requests

1.15 S.D.A. Programme

CLOSE - 4pm

FRIDAY

9.15 Music Feature

10.05 Down Memory Lane

10.45 Morning Serial

11.00 Concert Half Hour

12.05 Book Reviews

1.15 Church of England Prog.

CLOSE - 4pm

SATURDAY

Transmission commences

10.00 Mainly Pop

11.00 Pop Feature Prog.

12.00 & 12.40 Local News

12.05 Requests

6.00 Moving Music

CLOSE - 9pm

APRIL FLIGHTS

	QANTAS		AIR N.Z.		N.I. AIRLINES	
	From	To	From	To	From	To
	Syd.	Syd.	Akl.	Akl.	Bne.	Bne.
Th1	-	-	11.00	12.15	5.15	8.30*
F2	-	-	11.00	12.15	-	-
S3	1.45	2.45	11.00	12.15	5.30*	8.30
S4	4.15	5.05	11.00	12.15	5.15	8.30*
M5	-	-	11.00	12.15	-	8.30
T6	-	-	-	-	-	-
W7	1.45	2.45	11.00	12.15	2.30*	-
Th8	-	-	11.00	12.15	5.15	8.30*
F9	-	-	11.10	12.15	-	-
S10	1.45	2.45	11.00	12.15	5.30*	8.30
S11	4.15	5.05	11.00	12.15	5.15	8.30*
M12	-	-	11.00	12.15	-	8.30
T13	-	-	-	-	-	-
W14	1.45	2.45	11.00	12.15	2.30*	-

	From		To		From		To	
	Syd.	Syd.	Akl.	Akl.	Bne.	Bne.	Syd.	Syd.
Th15	-	-	11.00	12.15	5.15	8.30*	-	-
F16	1.45	2.45	11.00	12.15	-	-	-	-
S17	1.45	2.45	11.00	12.15	5.30*	8.30	-	-
S18	4.15	5.05	11.00	12.15	5.15	8.30*	-	-
M19	1.45	2.45	11.00	12.15	-	8.30	-	-
T20	-	-	-	-	-	-	-	-
W21	1.45	2.45	11.00	12.15	2.30*	-	-	-
Th22	-	-	11.00	12.15	5.15	8.30*	-	-
F23	-	-	11.00	12.15	-	-	-	-
S24	1.45	2.45	11.00	12.15	5.30*	8.30	-	-
S25	4.15	5.05	11.00	12.15	5.15	8.30*	-	-
M26	-	-	11.00	12.15	-	8.30	-	-
T27	-	-	-	-	-	-	-	-
W28	-	-	11.00	12.15	2.30*	-	-	-
Th29	1.45	2.45	11.00	12.15	5.15	8.30*	-	-
F30	-	-	11.00	12.15	-	-	-	-

*calls at L. Howe

SHIPPING

BECAUSE OF THE LIMITED volume of cargo in and out of Norfolk, shipping services are subject to alteration of dates and voyage routes. Schedules shown here are approximate. COMPAGNIE DE CHARGEURS CALEDONIENS operates a four-weekly cargo service from Onehunga, N. Z. and a four-weekly service from Sydney. The Company is also able to bring cargo from Lord Howe Island on its way from Sydney. Passenger berths are sometimes available; generally Norfolk Island residents are given priority for them.

CCC's Norfolk agents are South Pacific Shipping Co. (tel. 2018 or 2131). In Sydney, Hetherington Kingsbury (tel. 27-1671). In Auckland, Maritime Services Ltd. (tel. 75509).

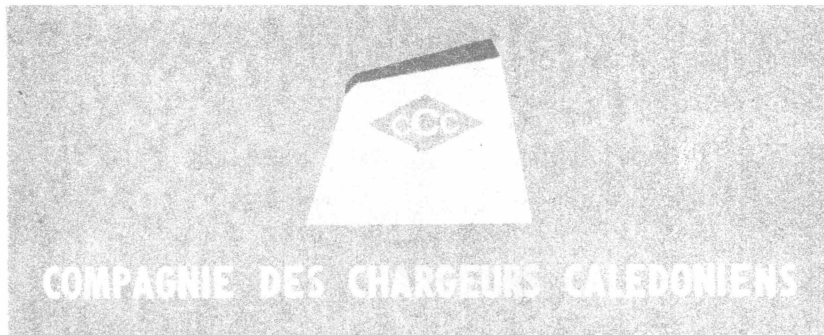
KARLANDER (AUSTRALIA) PTY. LTD. operates the M.V. Tauloto II on a monthly cargo service from Sydney. The vessel then continues to Suva, Nuku'alofa and back to Sydney. Passenger berths sometimes available but Tongan residents are given priority and usually take them.

Karlander's agents in Norfolk are Martin's Agencies (tel. 2021). In Sydney, Karlander's office is at 19 Pitt Street (tel. 27-6301).

SOFRANE-UNILINES Groupement D'Interet Economique operates a four-weekly cargo service, currently with the M.V. Oriental Surveyor, from Auckland and Tauranga, N. Z. The vessel continues from Norfolk to other islands, usually including New Caledonia and the New Hebrides.

Sofrane's agents in Norfolk are Norfolk Transport Services (tel. 2181). In N.Z. the company has its own office at 42 Customs Street (tel. 73279). MacDONALD HAMILTON LTD. operates an inter-island tanker under charter to Mobil Oil, bringing bulk petroleum products to Norfolk from Suva and Noumea every six or seven weeks. No passenger or cargo accommodation. Norfolk agents are Martin's Agencies.

CURRENT CARGO RATES from Australia are \$65.50 per cubic metre or \$65.50 per tonne for general cargo, and \$80.20 per cubic metre for refrigerated cargo--these rates plus a 6.5% bunker surcharge. From New Zealand general cargo rate is \$NZ55.56 per cubic metre and refrigerated cargo is \$NZ74.72 per metre.



Building a better Norfolk shipping service

OUR SIX-POINT PROGRAM FOR SERVING NORFOLK BEST --

- 1** WE HAVE SHIPS OF THE RIGHT SIZE, EQUIPPED WITH CARGO-HANDLING GEAR SUITED TO NORFOLK LIGHTERAGE REQUIREMENTS
- 2** OUR CREWS REALLY CARE ABOUT THE CONDITION OF YOUR SHIP-MENT. THEY LIKE TO SEE IT COME ABOARD IN GOOD ORDER, AND THEY LIKE TO SEE IT LEAVE THE SHIP IN GOOD ORDER.
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Happy Birthday, Dear Norfolk...

Island will be about 2,800,000 this year

A DELIGHTED audience last month heard Mr. Bob Creelman of the School of Earth Sciences at Macquarie University tell how Norfolk probably began. He spoke under the auspices of the Norfolk Museum Trust. Here is some of his intriguing talk.

THE GEOLOGICAL SCIENCES have found from the 1960s, their unifying theme. Those of you who have studied biology have leaned very heavily on classifications of animals, classifications of plants -- the systematisation of the things that you see in animals and plants. Geology for many, many years never had this full unifying theme. We had systems of classification, all right, but they tended to change each decade.

We had people who worked with fossils, and people who worked with rocks, and even they were divided in to those who worked with sedimentary rocks and those who worked with igneous rocks. But there was never really a theme in geology that linked all these things together.

This came in about 1966, when a group of scientists met in the United States, and suddenly realised that they had within their grasp a theory of the evolution of the earth which was one that could relate all the various aspects of the geological science.

The theory is referred to as the theory of plate tectonics. It was not a new thing; there was about 1912 a German polar explorer, geophysicist, physicist -- he was a man of many parts -- called Alfred Wegner. He proposed that in fact continents were drifting islands, and tended to move (or tended to have moved) in geological time over the crust of the earth.

He wasn't received very well. It was a very outlandish proposal at this particular time and place. To add insult to injury, in the 1920s a very eminent British geophysicist wrote a very learned and very long paper that calculated that to be able to do this you would have to have some movement below the crust in a section of the earth called the mantle. He proved, with his very elegant mathematics, that this was absolutely impossible.

So poor Wegner, who had died sometime during the first World War, was supposedly put to rest, permanently, with his theory.

But during the second World War, particularly in the operations that took place in the North Atlantic, it was discovered that magnetic deviations across the Atlantic were rather odd; you seemed to get a few miles of one deviation, specifically in one direction of your compass, and then it swung to another, and swung to another. Then you reached the area in the Atlantic where there is a little shallow sea, called the North Atlantic Ridge; and going across to the other side you seem to have a strange pattern reminiscent of what you've just come across. Ships and aircraft had this.

In the International Geophysical Year, which took place about 1958, it was decided by a number of authorities, from the United States, and Britain, and some European scientists, to investigate this; and it appeared there was a very regular pattern change across the North Atlantic. They said "It seems there's something very strange about the ocean basins. We've always assumed that perhaps underneath these deep oceans the crust is somewhat the same as what we have on our continents -- that which we can see."

There was a strange grid pattern that emerged, across the North Atlantic and across the South Atlantic. It was decided that this needed investigation by trying to get hold of some form of sample of the ocean floor itself, and just see if the commonly-held idea that the oceans were somewhat the same as the continents was actually true.

So in the early 1960s a ship, the Glomar Challenger, put to sea. (The ship was a great technological achievement; it was able to read its position exactly from several points on land, it was equipped with several engines and propellers facing in several directions, and with the use of computers it could start and stop these engines so as to stay dead level and maintain a precise position in the ocean. It could then sink a long string of drill rods all the way to the ocean floor, and drill kilometres into the floor.)

It found that the basalt rock beneath the ocean was very young -- they could not find material anywhere under any of the oceans that was any older than about 120 million years. And it has been known since the early days of geology that we've

been looking at incredibly ancient rocks when we look at the continents -- the oldest rock dated in the world, in South Africa, is about 5,500 million years. In Central Australia we have rocks that have been dated at about 4,000 million years.

Considerable parts of the ocean were even younger than 120 million years -- some parts around the ridges dating only some hundreds of thousands of years...

And then it all came together. Due to the work of many scientists, it was suddenly realised that what Wegner was saying -- the fact that the continents were able to move -- appeared to be a fact. There was now a mechanism by which you could explain the movement of continents. This was the plate tectonics theory.

It says that the whole crust of the earth is made up of a number of separate, rigid plates.

The "Australian plate" is one of these.

The outer edge of the Australian plate goes right through the middle of New Zealand, at the alpine fault; runs out the Tonga-Kermadec Trench; turns in a little south of Fiji; runs across and turns up again to the New Hebrides; goes up through the top of New Guinea; around through New Guinea; runs through the Celebes; underneath Sumatra; right out to near India; then back down between Australia and Africa close to Africa; then back between Australia and Antarctica; then again to where we started, just south of the South Island of New Zealand.

We think that about 40 million years ago, New Zealand was rafted off from Australia and pushed off to where it is now. (New Zealanders are very disappointed to hear that New Zealand was once part of Australia. That is a bitter pill to swallow.)

Some of the sediments around Sydney appear to correlate with some of the sedimentary rocks which are on Lord Howe Island -- once it was connected with Sydney.

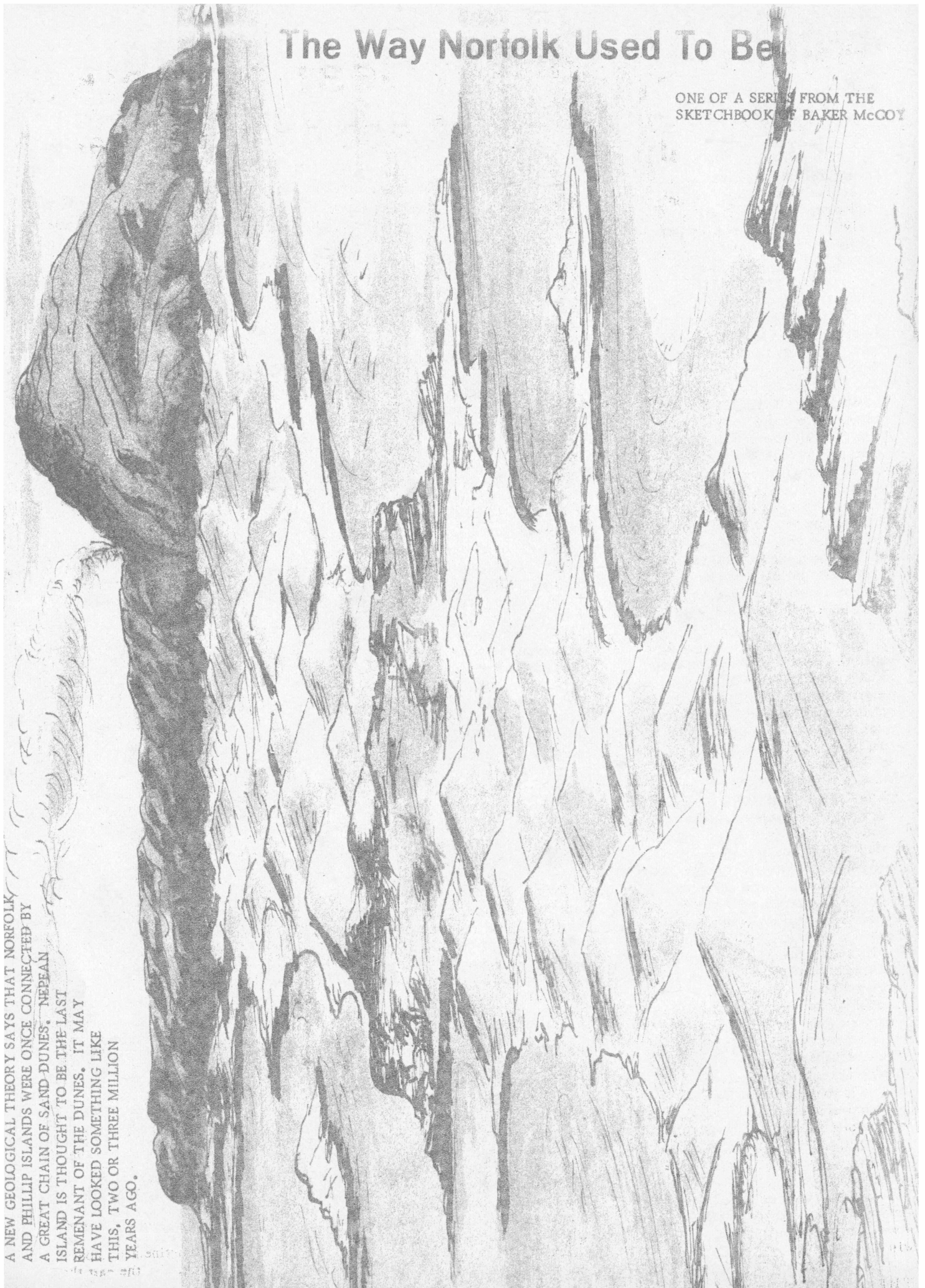
Norfolk Island was also probably part of the Lord Howe Rise, and that Rise was probably connected to the eastern coast of Australia. It hasn't been absolutely proven yet, but there is very strong evidence that this might be the case.

The Australian continent is about 40 kilometres thick. To the east there

The Way Norfolk Used To Be

ONE OF A SERIES FROM THE
SKETCHBOOK OF BAKER MCCOY

A NEW GEOLOGICAL THEORY SAYS THAT NORFOLK
AND PHILIP ISLANDS WERE ONCE CONNECTED BY
A GREAT CHAIN OF SAND DUNES. NEPEAN
ISLAND IS THOUGHT TO BE THE LAST
REMANENT OF THE DUNES. IT MAY
HAVE LOOKED SOMETHING LIKE
THIS, TWO OR THREE MILLION
YEARS AGO.



is ocean floor about 5 and 9 kilometres thick. The Lord Howe Rise is in the order of about 20 kilometres thick. Then there is more ocean floor. Then there is the Norfolk Rise, which is about 20 kilometres thick, under where you're standing now. Underneath, of course, is the earth's mantle. Norfolk and Lord Howe are a splitting off of two small slivers of the Australian continent.

About 3 million years ago there was probably not a Norfolk Island. If there was, it was probably just a cay, sticking its nose above the sea.

At that stage there was an eruption, which resulted in an island emerging. This eruption probably lasted for about 100,000 years. We know from the flows (of lava) that it did get above the top of the water.

Then everything went quiet.

About 2.8 million years ago, a large volcano started. Phillip Island began, and we know that Phillip Island very rapidly got itself above the ocean. We also know that the level of the ocean was probably very close to the level that it is at now.

This incredible eruption was taking place on Norfolk -- or where Norfolk now is -- and on Phillip Island. Particularly on Phillip Island it built up probably something that was half again as high as it is now. The height of Phillip Island now is about 250 metres; it was probably another 100 metres higher, with an incredible set of cones. You've got three cones on Phillip Island; one is the white rock, one is the island itself, and one is across the other side, where the coastline comes around in a sort of cut.

These two (Phillip and Norfolk) were probably erupting together. From then on we had an almost continuous eruption, with periods of quiescence and eruption, from 2.7 to about 2.2 million years ago.

The action is that there is an eruption, and then it dies down again. A lake forms in the crater. Water percolates down near the hot magma. Then it starts to erupt again. The first thing is a little bit of seismic action, and then the lava smashes through, hits the water and pounds itself up, because it's suddenly super-cooled, due to its hitting this cold ground water -- and flings itself out in large amounts of ash and dust.

When it's got its throat cleared, it then starts to pour out the (lava) basalts. Then everything goes quiet again, because the eruption's over. Erosion begins. Things settle back again to the formation of a lake and crater... water seeps down... and the whole thing repeats itself.

This built up the Island, and in fact ceased about 2.2 million years ago.

What happened then? Some very, very interesting things. For a start, there appears to have been a tilting of the whole Island toward the south.

There also appears to have been at one time continuous land between ourselves and Phillip Island.

Storms coming from the south chewed off a bit of Phillip Island. Storms coming from the north chewed off the north of Norfolk a bit too. But Phillip Island tended to protect the south of Norfolk Island, so in a small saddle in between there was probably a fairly shallow, fairly quiet region. Within this area, due to tropical realms, we had the formation of coral reefs, and the precipitation of calcium carbonate.

Now something very incredible emerges when we look at the dating of these carbonates. These are all the carbonate rocks -- the wonderful rocks that these ancient buildings are built of. They're referred to as a "calcaronite". They are a sand which has been on a beach, blown into large dunes, so they get these incredibly beautiful sweeping lines in them -- you've all noticed this, one sometimes truncated by another set of beautiful sweeping lines. This is due to the action of the wind, which has been creating big dunes.

That dates -- if you put it through carbon 14 dating -- at about 21,000 years ago. This is my own theory, which I'm rather excited about.

If we plot present sea-level, and go back about 19,000 years, we find there was a low in the sea level of about minus 200 feet. Up until about 12,000 years ago there was a slight rise, there was then a slight fall, and then it sort of slowly rose up till about 6,000 years ago. And then from about 4,000 years ago until the present, it rose up extremely rapidly to what it is at the present time.

That has been determined by worldwide experiment. It has been established here in the South Pacific by a couple of people working over at the Australian National University.

21,000 years ago there was absolutely low sea level. There must have been, at best, very shallow sea between Phillip and Norfolk Island. As carbonate material accumulated there would have been a large flat area, probably a couple of kilometres wide, that on low tide would have had the sand blown up into extremely large dunes. That in my mind is what has formed these stones. Calcium carbonate has the ability to dissolve and then re-deposit itself, binding the particles together. We get the bits of calcium carbonate sand, sitting together in a dune, and

along comes the dissolution at their corners, and it literally binds itself together to form a rock that is called a calcaronite -- "calc" for calcium, "aronite" -- made up of broken pieces of rock.

There is another set of these carbonates to be found in the bay, out on the reef area, which date at about 8,000 years. That represents another period of dune formation. Then there's another set, right at the back of Emily Bay, that date at about 1,500 years.

From 4,000 years ago on to the present, it's been a time of tremendous erosion. The sea has literally risen up from 200 feet lower to what it is now. So it's chewed out a good bit of rock, and we have these cliffs and scarps.

Nepean Island is really only a remnant of what was once an incredibly large dune system. It's made up almost entirely of calcaronite.

Probably the region all around Norfolk has calcaronite sitting on it... If the sea level ever drops 200 feet, we're going to see a large plain around the Island. This is probably what existed in past time -- particularly between Phillip and Norfolk.

I'm not sure when the next low is coming. It was 19,000 years ago, it will probably be 19,000 years in the future. These curves are somewhat symmetrical. It will be a long time to wait.

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NORFOLK DIARY

"YOU ARE ON the list to go," a sometimes-well-informed resident said recently to an acquaintance and his wife, here on a six-months permit.

What list? There were various versions of the story. The most upsetting was that the Admin had looked through all the six-months permits to see which ones were held by people nearing five years on the Island. To prevent them from reaching five years and (so the rumour had it) thus becoming able to claim Resident status, the Admin supposedly was giving them notice to leave.

It made a nice scare story, but the Administrator says it's "utter rubbish. Utter nonsense." According to the law as it stands, time on the Island under a six-months permit doesn't count at all toward residential qualifications. If a permit holder had been here for 20 years, says the Administrator, there would still be no legal way the Administrator -- or even the Minister -- could declare him a full Resident. Five years under an Enter-and-Remain permit is required, and they just aren't being issued any more.

Although the story about a "get-out" list is askew, the Immigration Ordinance is being rigidly implemented, with hard personal effects on some who have believed rumours rather than studying the law. The Admin sought -- and got -- a court order authorising one permit holder to be deported. Another permit holder was told that deportation proceedings would be started if he didn't move on, and has said he will. Another has concluded the work mentioned in his Temporary Permit as the reason for his being given entry -- he has to go, but has asked for two months to wind his affairs up, and will probably get the time.

If one takes the current law literally -- and that's the way it should be taken, these days -- no one can get permission to move to Norfolk permanently except people who were born here, or their spouses. That may be unfair in some cases, but as Leo ("the Lip") Durocher once said, There is the conditions that prevail; and so it will be unless the law changes.

●
JOB RESPONSIBILITIES at the Department of Administrative Services have

settled down -- at least for the moment.

Mr. Peter Lawler, Secretary and permanent head of the Department, took time during the official visit last month to brief The News on how Norfolk's affairs will be supervised.

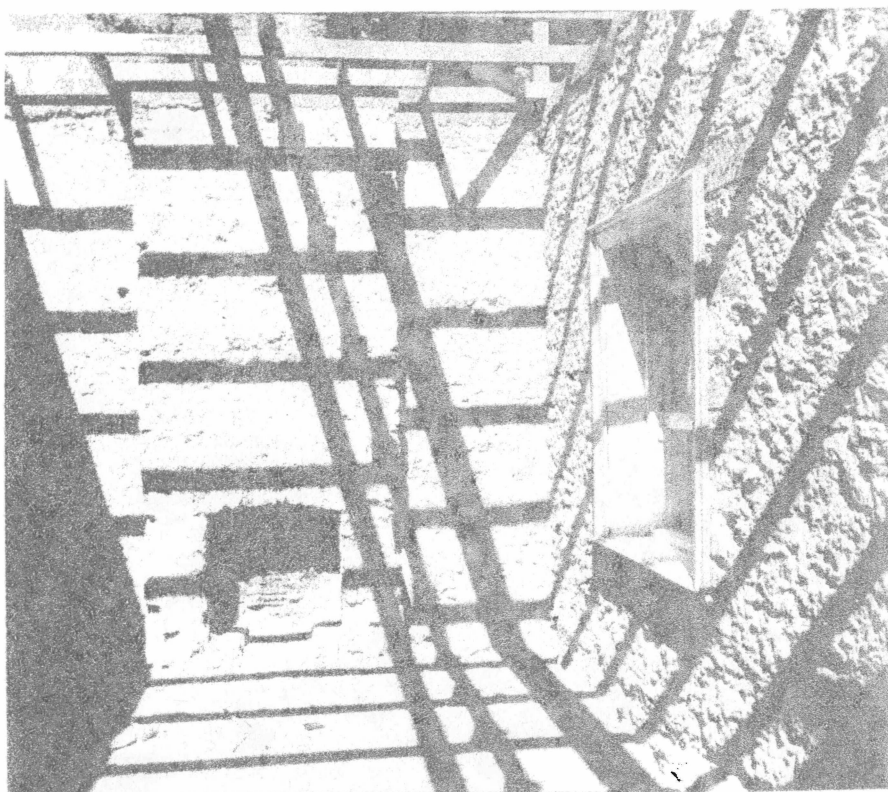
He says the amount of time he'll be able to give Norfolk will necessarily be limited. When the occasion demands, he may be able to give as much as 20% of his time to the Island; but much of the time it will probably

time-consuming. "There is a lot of sea-bed there," Mr. Lawler says, "and where there's sea-bed there are

potential problems."

Kevin Tilbrook, who came over to Administrative Services from the Department of the Capital Territory, will be a Section Head under Mr. Hinchcliffe, and will probably go on spending all of his time on Norfolk Island affairs.

As to a new Administrator for the



WHAT LOOKED LIKE THIS IN MARCH? SEE PAGE 30 IF YOU AREN'T SURE.

be 1% or less.

The Deputy Secretary, Mr. Arthur Palmer, looks after about nine Divisions in the Department -- a sort of administrator of administrative services. He will probably be little involved in direct Norfolk problems.

One of the Divisions, headed by Mr. F. L. Ahrens (a First Assistant Secretary) is responsible for all of Australia's island territories, and for Government grants. He will probably spend about 20% of his time on Norfolk matters, as a regular thing.

Under Mr. Ahrens is Mr. Barry Hinchcliffe, Assistant Secretary in charge of the Island Territories Branch. Norfolk may get something like one-third of his time. Surprisingly, the Coral Sea Islands territory is

Island, don't hold your breath. As of March 15, when the Minister got back to Canberra, no steps at all were in train to select a new man. And if you were Secretary of the Department, sitting down to write a description of the job offering on Norfolk, you'd certainly be inclined to wait three months or so and see what Sir John Nimmo has to say. Bookies in Burnt Pine are laying even odds that Potts will celebrate at least one anniversary in the chair.

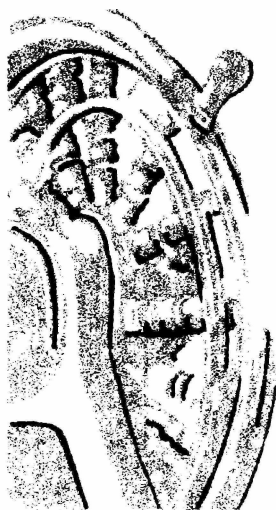
●
THE SIGN-POST on top of Mt. Pitt, pointing the direction and distance of other parts of the world, has be-

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Luncheon at the South Pacific is always pleasant. When the weather is fine you may be served at a table beside the swimming pool. If you prefer, you may sit in the glass-walled indoor Barbecue Room overlooking the pool and a backdrop of Norfolk Island Pines.

The luncheon menu always includes one inexpensive dish, usually \$1 or \$1.50, and a beautiful array of hot and cold dishes.

Five Nights a Week there is special entertainment; MONDAY a smorgasbord and dance; TUESDAY Housie; THURSDAY a barbecue and dance; SATURDAY a candlelight dinner (with a fine steak main course only \$5.25); and SUNDAY dinner and a film.

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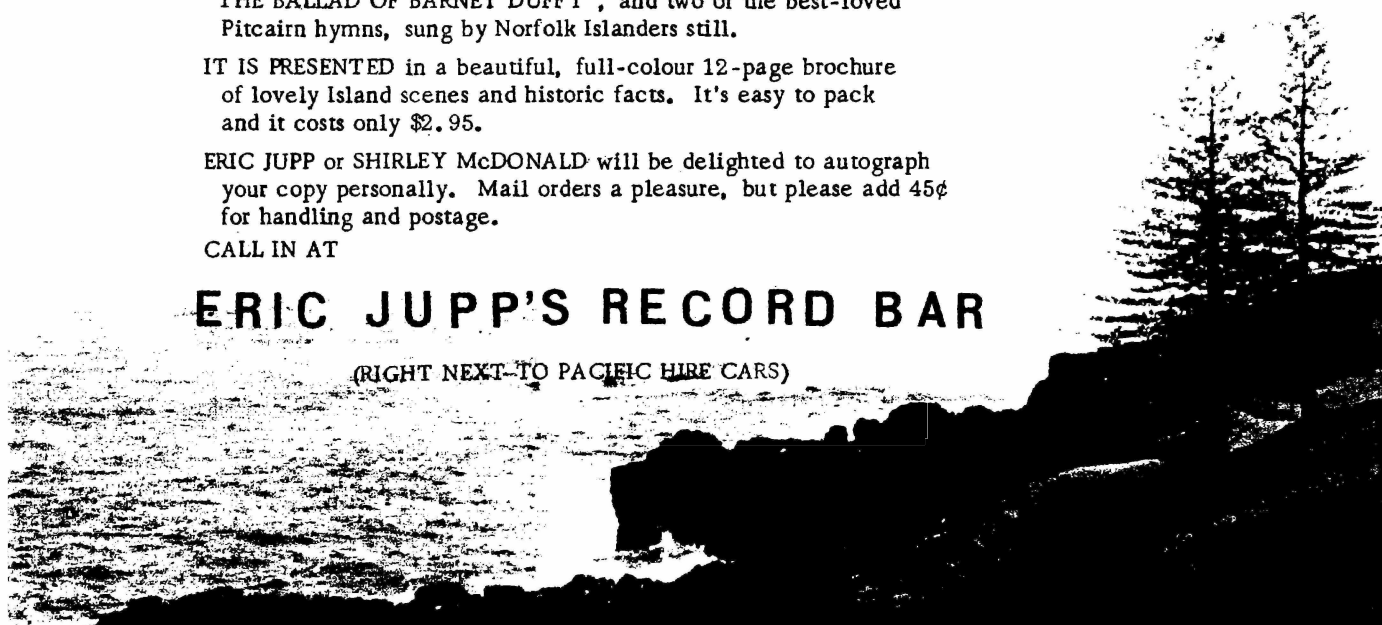
IT IS PRESENTED in a beautiful, full-colour 12-page brochure of lovely Island scenes and historic facts. It's easy to pack and it costs only \$2.95.

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come a bit bedraggled with time, and the Lions Club decided it was a good project to design and build something better.

They worked out a big circular platform, raised slightly above the ground, with a compass inlaid into it, and received informal assurance that it would be approved and appreciated.

But the plan kept growing, and developed into a gazebo with a high peaked roof, providing table, seating and shelter for people who might like to have a picnic or barbecue on top of the mountain. They've shown a professional sketch of the idea, but this time the response wasn't so enthusiastic. Any aesthetic considerations aside, it seems that the Department of Transport would have to become involved if anything more than a couple of feet high were planned up beside the aircraft beacon. The Lions are back in their den looking at the original idea again. It sounds like a fine project that would interest and please a lot of people.

"THE CONSERVATION of Norfolk Island", a handsome and informative booklet produced by the Australian Conservation Foundation in 1968, has been out of print and unavailable for several years. While self-interest might make it difficult for many residents to accept all of the booklet's recommendations, it must be regarded as the most intelligent and competent report of its kind on preserving the Island's natural resources, plants and creatures.

As Sir Garfield Barwick says in the booklet's introduction, "...it calls for recognition of something beyond short-term material values."

John Anderson of Norfolk has performed a great community service by arranging to have the booklet reprinted, including its photographs and detailed appendices. People who care about Norfolk who do not have a copy should get one from him. They cost \$1.25, plus postage if you want it mailed.

RESIDENTS WHO THOUGHT they were covered by hospitalisation insurance had a bad turn when Cr. Ab Bathie told Sen. Withers that HCF and MBF only cover the gap between Medibank benefits and actual hospital costs. Because Medi-

bank doesn't apply to Norfolk, he said, local residents are not properly covered.

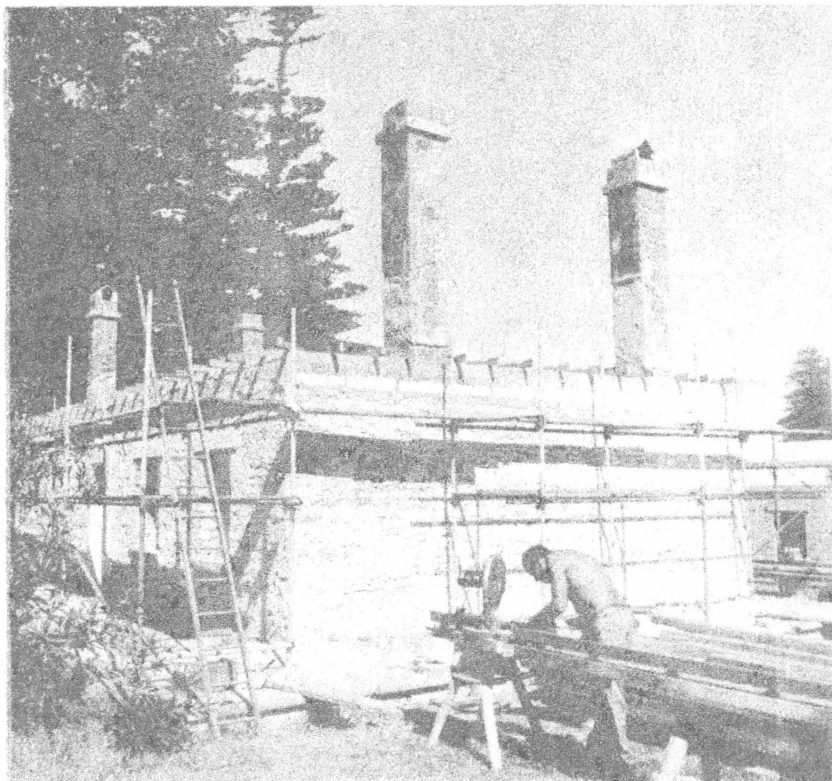
Dick Crosby, secretary of the Hospital Board, tells The News that the facts are different. He says a special arrangement for Norfolk has been negotiated with the HCF, and residents belonging to it will be reimbursed for all but about \$2 a day of the local hospital charges of \$42 a day for a bed in a shared ward, or \$50 a day in a private room.

But in claiming for reimbursement, residents should address the Medical Claims Manager of HCF, Mr. J. Seddon, in person. He is up-to-date on the Norfolk situation, but many of the fund's clerical

negotiated for by the Hospital Board.

A HEAVY GROUNDSWELL off Kingston early in December caused a fair amount of damage to incoming cargo, as the ship rolled at anchor and slings of goods were crashed against the ship's side.

Part of the cargo was a large shipment of paper for The News. Much of it was damaged. The procedure in such things is that you pay for the cargo, as ordered, and then start finding out who (if anyone) is going to make up for the damage. Sometimes there turns out to be a



WHEN THE RESTORATION TEAM DOES SOMETHING THEY DO IT RIGHT. "MENDHAM'S COTTAGE" -- THE EARLY CATHOLIC CLERGYMAN'S HOUSE IN QUALITY ROW -- WAS TAKEN ALL THE WAY BACK TO THE ORIGINAL SHELL BEFORE RESTORING IT. THE SCENE ON PAGE 28 IS ONE OF THE ROOMS, WITH CEILING JOISTS CASTING SHADOWS IN THE BRIGHT SUN.

staff are not. Some Island residents have been reimbursed only for the difference between Medibank and the local hospital cost; but Dick says this is merely a foul-up in the processing of claims.

On surgical procedures, we do not get coverage. In Australia, Commonwealth benefits cover a part of the costs of these, but on Norfolk you have to pay the full cost yourself -- for example, \$3 for a visit to the doctor.

Some sort of coverage on these costs, including X-rays, is being

great circle of people, each pointing the finger at the next person.

The News buys its paper through Norfolk Island Stationers. They said we should write a letter saying what we thought the damage was, and they would chase it up, and see what the insuring company, Lloyds, could do to make good.

Those with experience will think this is the start of a two-year story. It isn't. Within three weeks we had a cheque for the full amount of damage that had been done.

On Norfolk, that's good news.

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Norfolk



LIVING

ADJUSTING TO unusual circumstances fits most women on Norfolk but perhaps one who deserves special praise is Joyce Dyer, who with her husband, Allen, came here in 1970 to run the Paradise Hotel for Travelodge Australia. Arriving on April Fool's Day in 1970 Joyce said she thought it was a joke. Three days after their arrival Norfolk had 17 inches of rain. The golf course was a mass of lakes and standard equipment was two pairs of gumboots - one for in the hotel and one for outside.

"Would you believe that only a week after all that rain dust was flying on the roads again?" says Joyce with a laugh.

Charming and hospitable from the moment you meet her Joyce Dyer never looks ruffled or tense even though you know she has a million things on her mind all of the time. She has always loved hotel life and comes from a family with hotel management know-how. Her family had the old hotel in Jindabyne for 78 years. She and Allen have

worked for Travelodge since 1966.

They ran motels in Gundagai and Cooma in N.S.W. and Mt. Gambier in South Australia.

Prior to going to work for Travelodge both Joyce and Allen worked for the Snowy Mountains Authority. Allen ran buses from the Central Coast to the Snowy Scheme and Joyce worked as a courier telling people about the scheme.

Mother of three (a son in the Air Force, another in the Navy and a daughter nursing), grandmother of two, ex-WAAAF (there are about five on the island) Joyce, in addition to her love of golf (she's the new head of the Associates at the Norfolk Island Golf Club) and photography (she did the photographs for "Beautiful Norfolk Island" record jacket), is an avid collector of cookery books and says her favourite recipe is

one from the "Eating in Bed Cookbook" by Barbara Byfield. It is called "Watermelon Hollandaise" and is good to know about for your next beach party or Anson Bay barbecue.

To quote. "Particularly suitable for beach picnics if one is needful of company, this recipe adapts perfectly to the exigencies of bathtub dining if you want a solitary debauch. Choose a watermelon at the peak of ripeness. Now bounce it very, very gently on the floor until you can hear sloshing inside, the meat breaking up thoroughly into succulent ice-cold pulp. This can take up to half an hour. Carefully cut a hole in the top of the melon and pour into it a bottle or two of Bols Genever, or any good gin. Drink it directly from the melon using two straws if you're very thirsty.

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MANAGER-WIFE-MOTHER-GRAND-
MOTHER-EX-WAAF-COOK-GOLFER-
PHOTOGRAPHER-HOSTESS-AND-
GARDENER JOYCE DYER

questions&answers in a Norfolk Garden

UNTIL THE REAL RAIN comes, or one has ample water, not a great deal of planting can be carried out in both vegetable and flower gardens at the time of writing this, but perhaps by the time you are reading it, those welcome rains will have come, so if in the meantime ground has been well prepared, it will be all "stops out" in gardens.

There is still time to plant the following seeds:

stocks, sweet peas, marigolds (all varieties), snapdragons.

Ever tried aquilegias or penstemon - I have grown both with much success. Slatice is a useful background to a border and of course the dried flowers very colourful and useful when flowers are scarce.

Cut hydrangeas back hard; these do quite well on N.I. if grown on shady side of garden and/or in southerly aspect.

Dahlias are flowering well this year; these are gross feeders, so a little help by a liquid fertilizer is worthwhile.

All shrubs that require pruning should be pruned during these two months.

Gerberas should be cleaned of all dead leaves, hoe the soil well between rows or clumps - don't worry if you cut their roots a bit as it won't do any harm. By the way, this was both told and shown to me by my old friend the late Alec Carr who really knew about gerberas. After cleaning and hoeing give a good watering with Lush or similar, and in no time a good fresh growth appear. Should you wish to divide clumps, dig up and trim roots back to

about 2 inches, cut into pieces of about 3 claws using a very sharp knife. When planting gerberas, do not cover the crown with soil. Keep crown just above the soil, while firming the soil covering roots. Use your heel to firm soil.

In the vegetable garden, all is under way; all seeds may be sown, with perhaps the exception of melons. Don't forget to plant such vegetables as beans lettuce, cabbage and tomatoes in not too big a crop but at "spaced" plantings, so that some are nearly ready when others are nearly over.

If you have not a suitable wall etc. for bouganvillea, try growing these as standards - they look stunning; take just one runner or branch and tie it firmly to good strong stake to what ever height you want, trim all side shoots and keep the "trunk" clean of little branches. When the bouganvillea reaches height required, cut off and when shoot growth shows around the top, start to train them down by attaching a weight on a string to young growth, just enough weight to help downward growth. These make a really lovely shrub and oh so much colour all year. Also there are some that do very well in tubs on patios; lovely cascading over verandahs.

In answer to question re orchids. Sorry I am not well up in culture of these; still learning myself.

PLEASE ADDRESS ALL QUESTIONS - C/- GARDEN EDITOR, NORFOLK ISLAND NEWS.

a little chat with Helen

AT THE MOMENT there are quite a few colourful capsicums around and bright coloured carrots - make use of these while they last. Here are a couple of ways in which you can use them.

Carrot Stuffed Capsicums

6 capsicums (red and green if possible), grated carrots (enough to fill the capsicums)
3 medium onions
1 cup tomato sauce
salt, pepper, bayleaf and oil

Seed and blanch your capsicums

Grate carrots

Slice onions thinly

Fry your onions in a little oil and add finely grated carrots, add tomato sauce, salt, pepper, a couple of bay leaves. Cover saucepan and simmer till carrots are tender. Taste this mixture and if your palate tells you a little more tomato sauce is required, then add some. This should be a rather sweetish mixture.

Fill capsicums with the above mixture and place them neatly side by side in a baking dish - add a couple of tablespoons of water and cook in a moderate oven till capsicums are cooked but not floppy. Cool and serve with cold meats, etc. Will keep in the fridge for 4-5 days.

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CARROT DROP COOKIES (soft tea
cookie with an oil base)

1 egg
1/3 cup cooking oil
1/3 cup sugar
3/4 cup plain flour
1 tspn baking powder
1/4 tspn salt
1 tspn grated orange rind
1/3 cup cooked mashed carrot
2 tblspns raisins
1/2 tspn ginger

Beat egg, cooking oil and sugar and then add all the other ingredients and mix well. Drop from a teaspoon on a greased tin. Space generously. Bake 10 to 12 minutes or until cookies are golden brown.

SWEET & SOUR CAPSICUM SALAD

1 capsicum per person
sugar
vinegar
salt and pepper

Put the capsicums into boiling water for 1/2 minute, drain well. Cut them into strips after removing core and seeds. Mix vinegar, sugar, salt and pepper together in a bowl. The sugar gives the salad a piquant sour sweet flavour. Allow 1 teaspoonful sugar to 1 tablespoon vinegar. Add the capsicums, and leave them in the fridge for an hour before serving. Goes well with hot or cold meats and delish with cold hard boiled eggs and lettuce.

IN **BOND**
TRADE

by "VINAS"

OF BRANDY: The Australian Wine Board recently released some interesting figures.

Overall, the 1974-75 production was the highest ever with a rise of 24 per cent over the preceding year for unfortified (table and sparkling) wines and 46 per cent for fortified wines such as sherries, ports etc.

Brandy production, however, continued its decline from 1972-73 and in the last year dropped a further 17 per cent. Some of this loss is attributed to increased demand for whisky but much of it is due to cheap French imports which are being landed in Australia at little more than the cost of grapes to local producers.

So let us take a look at brandies.

In Australia, brandy production is strictly controlled and demands, among other things, that only pure grape juice be used and the final product be matured for at least two years in wood. Other forms, such as plum brandy, must be clearly described on the label. The result is a range varying from good to excellent but, unfortunately, the controls do not extend over imports.

With the best French products becoming increasingly expensive, I'd suggest the bond may well try one of the top Australian brands such as Angove's Very Old which, in my humble opinion, ranks alongside V.S.O.P. Cognac and should sell for quite a deal less.

The use of the word "Cognac" is restricted to brandies made to a rigid

--a private view of what is offering at the Liquor Bond

specification, under government supervision and limited to distilleries in a defined area; brandy grading is by convention rather than law. A reasonable guide, however, is 3 stars indicate five years old and 5 stars, seven years. In Cognac, V.S.O.P. ("very special old pale" - note it is in English and thus emphasises the importance the French attach to the English speaking market) is generally a blend of 15 to 25 years and Napoleon is over 25 and generally up to 40 years. The reason for blending is that Cognacs are matured in open casks which must be topped up periodically to offset evaporation.

Some cheap brandies carry labels emblazoned with "V.S.O.P." and "Napoleon" plus a scattering of stars but never the magical word Cognac. Here lies our clue to quality.

True Cognacs normally stocked in the bond are Courvoisier (V.S.O.P. \$6.50 Napoleon \$12.36) Bisquit (\$9.75 and \$13.55) and Hennessy (V.S.O.P. only \$6.50).

Just imagine the young lad, fresh from school, waiting until near retirement to see the finest product of his first year at work finally released to the world's connoisseurs.

Half the pleasure of an after-dinner Cognac lies in its aroma and tradition favours having it in a large balloon glass which can be warmed by the hands as one gently sniffs and sips. This, however, is not essential and a smaller tulip-shaped glass is quite effective. Just don't let anyone adulterate your precious stuff with any mix.

**ISLAND
HOUSEWIFE**

THIS IS NOT A STORY but will be a series of happenings some amusing at times, while others show the frustrations that go to making a housewife's lot on this island of ours far from dull as claimed by many short time residents or visitors.

"So you live on a Pacific Island - I suppose you spend your days on the beach, and eat fruit to your heart's content!" This is the sort of statement most mainland housewives make, when one is introduced as my friend Mrs. Housewife from Norfolk Island.

Now, as one mostly visits mainlands in Summer, to avoid being frozen, my reaction is to say, "Well not exactly!" - while my thoughts fly back to the lowly cabbage and the great joy to be given or cut - the first precious one after the long hot summer, and to the everlasting "Be here on the next ship," when we ask for some ingredient for that wonderful sounding recipe just read in a Women's Magazine, accompanied by a picture of a truly wonderful looking confection. So you go home, have a look around the garden, the cupboard and deep freeze, and make something that is just as good and most likely better for one in any case. Mind you, it is only in recent years one has had a deep freeze, so it was do what you can with what you have -- makes a wonderful cook-boy of one.

I well remember my arrival on Norfolk Island and many times I thanked my stars that I was a farmer's daughter for I was able to cope with most chores, such as milk the cow, feed the calf, feed hens, make bread etc. but not I am sorry to say the kero fridge. It was a case of doing battle with a much-needed piece of equipment every few days; I constantly forgot to see that it had sufficient kero so - "Oh dear, fridge out!" That was enough and so to battle, me trying to push a long handled flue brush down the throat of fridge, fridge spitting great lumps of soot at and over me. Now take that, says I, and set the wick alight - oh no, nothing doing, fridge belching black smoke and making more soot ammunition, then when I am reduced to tears and hating everything in general, fridge takes pity on me, gives a cough and freezes happily, knowing quite well it has another battle to enjoy in the not too far distant future. But it did a trojan job of work so it was always forgiven and I learned to bless it more than I ever cursed it.



Letter from Home

YOU'D LIKE to know what has happened on Norfolk during March, would you? Well now, let me think. The School Tour Fund was increased by some \$1,700 after the successful fish and chip night held at the Garrison Restaurant. Dick and Paddy Cavill arranged the evening together with helpers from the School Tour Committee. From all accounts a delicious meal was served - carrot soup, followed by fish and chips which were served in boats made from newspaper (just like home but with an artistic twist to the paper!), followed by a choice of two sweets. After dinner the popular raffle (proceeds from which amounted to \$1,130) was drawn. First prize - a trip to Brisbane for one plus a week's accommodation - was won by Roddy Buffett who generously donated it back for the chocolate wheel. Later on in the evening Carol Adams was the lucky winner. Second prize was won by a very excited Lorna Christian, the prize being a trip to Lord Howe with one week's accommodation. Then

the evening proceeded in a lively manner with the spinning of the chocolate wheel. A very successful evening made possible by the generosity of Dick and Paddy Cavill, Qantas, Air Norfolk and the Lions and Rotary Clubs on Norfolk.

...a progressive dinner,
while husbands had beans...

7.40 pm on 11th March a group of wives and mothers chatted expectantly in the bus outside the Leagues Club as they waited for one more member who's always late. Anyway she finally arrived and the bus set off for the first unknown destination. The occasion? The annual progressive dinner of the Wives and Mothers Club. First stop was Lorraine Williams' home where members had the choice of potato or beef and onion soup. Very tasty! Then next to Bumboras where Anne Snell and Merrill Muscatt had prepared a very attractive entree. Each plate had on it a large tomato with the centre cut out and filled with a delicious tuna filling. Oh dear, and there were still two more courses! There were a few groans as Kathy LeCren said it was time to board the bus again. Anyway off the bus went bumping down Country Road and up Taylors Road so that by the

time everyone arrived at Pat Anderson's room had been made for more food! Pat and her helpers had prepared a delicious Chinese meal - curried prawns, sweet and sour pork, curried beef and onions together with fried rice and prawn-flavoured crisps. Chinese music, chopsticks and small Chinese bowls completed the atmosphere. We all felt a bit sorry for the husbands who were at home eating scrambled eggs or baked beans on toast! It was hilarious watching the novices trying to master the chopsticks. A few were having quite a bit of trouble and sacrificed a second helping because all the spoons had been hidden! Really delicious, and there were still sweets! Into the bus again, back along bumpy Country Road and out to Dianne Menghetti's at Longridge. What a beautiful sight as we were welcomed into the lounge room. About six small tables decorated with hibiscus each held a tray on which long sections of pineapple were placed. The pineapples had been cut right through the top into five sections. The pineapple flesh cut into bite-sized pieces. Also on the trays were three dishes containing brandy, brown sugar and cream. When the members had organized themselves in groups of five around the tables Dianne then came to each table and lit the smaller dishes containing meths, the idea being that one took a piece of pineapple, dipped it in the brandy, then into the brown sugar, held it for a few seconds over the flame to crystallize the sugar then dipped it into the cream. What next? Try and pop it into one's mouth before the cream fell off! Try it some time. It was absolutely delicious and a very refreshing way to finish off a lovely meal. Well done committee members for providing such an enjoyable evening. Believe there was a rush for pineapples in Burnt Pine the following day!

...Foundation Day gave the
beginners a chance...

Foundation Day, 6th March, was a day full of fun and games for quite a number of people. The Bowling Club held a special day for beginners - bet there was lots of laughter there as there was at the Golf Club where a few new faces were seen trying their hand at the game. Twice around that golf course is quite a long walk and when you and your partner lose three consecutive balls into the sea it can become quite frustrating! Nevertheless it was a most enjoyable afternoon and the competition was won by Marie Bailey partnered by Keith Davies.

Talking about golf has rem-

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me to tell you that a popular golfing couple, Ron and Betty Nunn, left the Island to return to Perth last Sunday, 21st March. Ron was stationed with the Meteorological Bureau here on Norfolk and reaching the end of his term had been transferred back to Perth. Betty's smiling face will be missed at Foodlands too. Many of their friends were at the airport to see them off. Wonder if they have yet shaken out all that confetti!

...Setseko arranged for us
to see some wonderful films...

Must tell you about the films Setseko Prentice arranged to show at the Bowling Club. After a number of delays they finally arrived from Japan and what a treat two large audiences received. The children at the school also were given the opportunity to see them. The first film was taken in Hawaii at the Blue Hawaiian Convention. The theme of the Convention was I gathered "World Peace" and depicted the 200 years of American history since the signing of the Declaration of Independence. A man-made island in the centre of the harbour was the stage with the audience seated on the sand. What a glorious setting for the different scenes of the pageant staged as one part of the Convention. A very interesting and colourful film. I think, though, the second film of the Cultural Festival held in Tokyo in 1967 really stole the show. It was really marvellous. The Festival took place in the Olympic Stadium. I think there might have even been more participants than spectators. The backdrop to the different displays in the arena was provided firstly by 300,000 persons taking part in flash-card tableaux. Truly magnificent. They each had 13 different coloured cards which were flashed at different times to provide a great variety of scenes. It was almost too spectacular to describe. The entire cast was dressed all in white and then from cues provided by the music they put up different coloured cards which covered them and in this way were able to depict different flowers of different countries, beautiful scenic areas around the world, the history of Japan, the industrial future of Japan - it was truly amazing. The organization and practising that must have gone on for months and months beforehand! At one stage of the Festival the 30,000 increased to 43,000 so that about one-third of the whole Stadium provided the scenery for the displays in the arena. I tried to keep account of the numbers taking part but it became impossible when 4,200; then 1,500, followed by another group of say 1,200 gave different displays in the arena. I think the

most spectacular was a group of some 1,500 young men dressed in white trousers and blue shirts who each had an aluminium ladder. The feats, patterns and human towers then performed with these ladders was almost unbelievable. One scene depicted the industrial growth of Japan and truly the outlines created by men and ladders really looked like an industrial city. A truly tremendous Festival which depicted the dedication and skill of thousands and thousands of young Japanese. Many thanks indeed to Setseko for giving so many the opportunity to see the films.

...and Rotary's annual "Paddy's"
was chock-a-block...

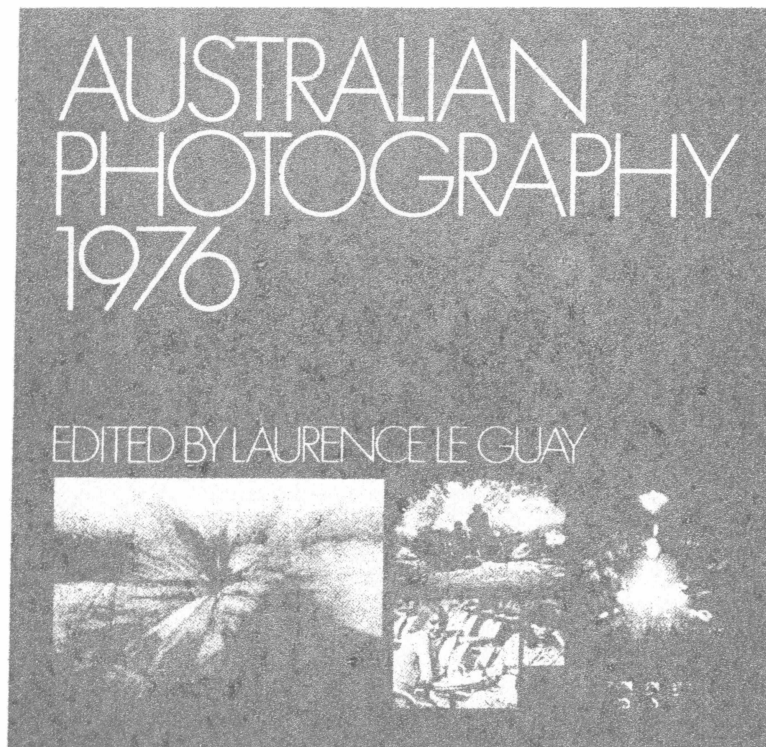
What a scene of activity in the Rawson Hall Supper Room on Wednesday afternoon, 24th March. I think everyone on the Island must have turned out their cupboards and wardrobes to give the Rotary Club some item or other for their Paddy's Market. The hall was chock-a-block with goods of every description - lots and lots of clothing. (I managed to find a lovely child's handknitted cardigan and it was only 10 cents) books, electrical goods, shoes, home cooking, glassware, crockery, ornaments - all sorts of things. It was a bit difficult looking for things and watching the children as well, though. However proceeds from the afternoon amounted to approximately \$1,200 - a tremendous effort. Perhaps next year thought might be given to using the main hall which would provide everyone with a bit more "elbow room"!!

DON'T BLAME THE TRADESMAN

That well-known T.V. gourmet, Graham Kerr, was in a Sydney taxi and the conversation went like this: TAXI DRIVER: "Say, aren't you that Kerr bloke on T.V.?" GRAHAM KERR (somewhat pleased): "Yes, that's right." T.D.: "We tried one of your recipes the other night, that fish and nuts thing." G.K.: "You mean Barramundi and Macadamia nuts?" T.D.: "Yeah, but we had no barramundi so we used some fish fingers, hadn't any of that Hunter wine you talked about but we had some Barossa Pearl. Didn't have any mac. nuts so we used some salted peanuts left over from Xmas." G.K.: "Good heavens, how did it taste?" T.D.: "Awful! Do you know what you're talking about?"

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'dars Norfolk'

IN CAPTAIN William Bligh's journal he tells his story of the mutiny aboard the "Bounty" on April 28th, 1789.

Having described the event, he recalls his feelings about being set adrift in an open boat in the Pacific, and reflects on what may have led to the mutiny.

He has just been cast off from the "Bounty", and can hear the cries of "Huzza for Otaheite!" ringing in his ears.

He writes as follows:



Christian, the chief of the mutineers, is of a respectable family in the north of England. This was the third voyage he had made with me; and, as I found it necessary to keep my ship's company at three watches, I had given him an order to take charge of the third, his abilities being thoroughly equal to the task; and by this means the master and gunner were not at watch and watch.

Haywood is also of a respectable family in the north of England, and a young man of abilities, as well as Christian. These two had been objects of my particular regard and attention, and I had taken great pains to instruct them, having entertained hopes, that, as professional men, they would have become a credit to their country.

Young was well recommended, and had the look of an able stout seaman: he, however, fell short of what his appearance promised.

Stewart was a young man of creditable parents, in the Orkneys; at which place, on the return of the Resolution from the South Seas, in 1780, we received so many civilities, that, on that account only, I should gladly have taken him with me; but, independent of this recommendation, he was a seaman, and had always borne a good character.

Notwithstanding the roughness with which I was treated, the remembrance of past kindnesses produced some signs of remorse in Christian. When they were forcing me out of the ship, I asked him, if this treatment was a proper return for the many instances he had received of my friendship? he appeared disturbed at my question, and answered with much emotion, "That, - captain Bligh, - that is the thing: - I am in hell - I am in hell."

As soon as I had time to reflect, I felt an inward satisfaction, which prevented any depression of my spirits; conscious of my integrity, and anxious solicitude for the good of the service in which I had been engaged, I found my mind wonderfully supported, and I began to conceive hopes, notwithstanding so heavy a calamity, that I should one day be able to account to my King and country for the misfortune. - A few hours before, my situation had been peculiarly flattering. I had a ship in the most perfect order, and well stored with every necessary both for service and health; by early attention to those particulars I had, as much as lay in my power, provided against any accident in case I could not get through Endeavour Straits, as well as against what might befall me in them; add to this, the plants had been successfully preserved in the most flourishing state: so that, upon the whole, the voyage was two thirds completed, and the remaining part, to all appearance, in a very promising way; every person on board being in perfect health, to establish which was ever amongst the principal objects of my attention.

It will very naturally be asked, what could be the reason for such a revolt? in answer to which I can only conjecture, that the mutineers had flattered themselves with the hopes of a more happy life among the Otaheiteans, than they could possibly enjoy in England; and this, joined

to some female connections, most probably occasioned the whole transaction.

The women at Otaheite are handsome, mild and cheerful in their manners and conversation, possessed of great sensibility, and have sufficient delicacy to make them admired and beloved. The chiefs were so much attached to our people, that they rather encouraged their stay among them than otherwise, and even made them promises of large possessions. Under these, and many other attendant circumstances, equally desirable, it is now perhaps not so much to be wondered at, though scarcely possible to have been foreseen, that a set of sailors, most of them void of connections, should be led away; especially when, in addition to such powerful inducements, they imagined it in their power to fix themselves in the midst of plenty, on one of the finest islands in the world, where they need not labour, and where the allurements of dissipation are beyond any thing that can be conceived. The utmost, however, that any commander could have supposed to have happened is, that some of the people would have been tempted to desert. But if it should be asserted, that a commander is to guard against an act of mutiny and piracy in his own ship, more than by the common rules of service, it is as much as to say that he must sleep locked up, and when awake, be girded with pistols.

Desertions have happened, more or less, from most of the ships that have been at the Society Islands; but it has always been in the commanders power to make the chiefs return their people; the knowledge, therefore, that it was unsafe to desert, perhaps, first led mine to consider with what ease so small a ship might be surprized, and that so favourable an opportunity would never offer to them again....

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